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MARGUERITE K. KENNEDY
Chief, Archives Branch
The Albert F. Simpson Historical Research Center

Billie H. Hix
BILLIE H. HIX
Chief, Technical Systems Branch
The Albert F. Simpson Historical Research Center

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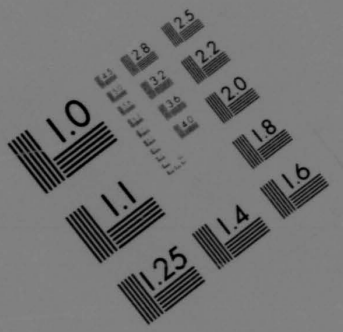

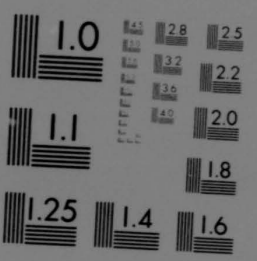

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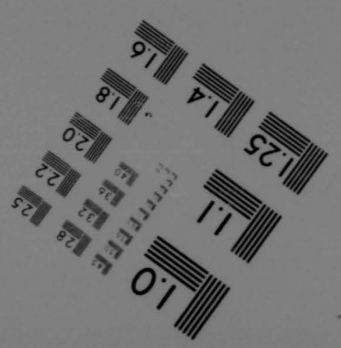
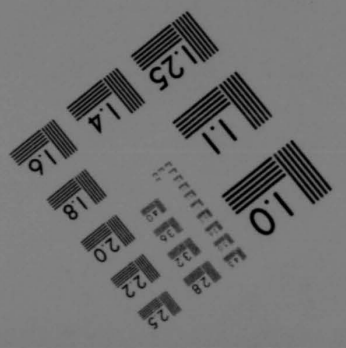

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NEWFOUNDLAND - Clarification of Missions of NBC /49/

145.81-100
29 Aug 1941
TO BE RETURNED TO HISTORICAL DIVISION A.U.

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NEWFOUNDLAND - Clarification of Missions of NBC /49/

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United States Atlantic Fleet
U. S.S. Augusta (Flagship).

A-5-1/(00260) care Postmaster, New York, N.Y.

3 Nov. 1941

SECRET

From Commander in Chief, United States Atlantic Fleet.
To Commander Task Force FOUR.

Subject: Support of Naval operations by U.S.Army and Canadian Air Units based in Newfoundland.

Reference: (a) W.P.L. 52, par. 103.
(b) Adjutant General's ltr. AG 381 (10-13-41) of Oct. 17, 1941, to Chief of Staff, GHQ.
(c) Chief of Canadian Air Staff ltr. of Oct. 15, 1941, to Op Nav.
(d) Op Nav. ltr. Op-12A-4-drc (SC)A16-QG2, Serial 0124712 of Oct. 27,1941 to Chief of Air Staff, Ottawa.
(e) CinCLant secret ltr. A6-8/(00251) of Oct. 31, 1941.

1. In reply to reference (c), the Chief of Naval Operations in reference (d) stated that plans and orders issued to the U.S,Atlantic Fleet would be based on coordinating the activities of the Royal Canadian Air Force and the U.S,Atlantic Fleet by the method of cooperation. Copies of references (c) and (d) were forwarded by reference (e).

2. References (a) and (b) now require appropriate army commanders to cooperate with appropriate naval commanders in the execution of W.P.L. 52.

3. Report what arrangements if any, have been concluded between you and the commanders of the U.S.Army and Canadian air units based in Newfoundland for their cooperation in support of operations currently being conducted by Task Force FOUR.

4. In case arrangements have not already been made:

(a) the authority given me in reference (a) to conclude such arrangements with the commander of the U.S. Army Air Forces based in Newfoundland is hereby delegated to you;
(b) you will arrange with the commander of Canadian air units based in Newfoundland for cooperation in support of your operations in the Newfoundland area, in conformity with references (c) and (d).

5. Transmission of this matter via registered mail within the continental limits of the United States is authorized.

E.J.King

Copy to:
OpNav
CofS, USArmy
Chief of Air Staff, R.C.A.F.

DECLASS
DOR DNR 5200.9,

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SUBJECT: Clarification of Mission assigned to the Newfoundland Base Command.

AG 660.2 (8-28-41)MC-B 1st Ind. MNE/bjs - 1712.

War Department, A.G.O., November 13, 1941. - To: Chief of Staff, GHQ.

1. The mission of the Newfoundland Base Command is set forth below:

Mission

a. To defend United States Military and Naval installations in Newfoundland.

b. Within the capabilities of the means available and west of a line running along the meridian of 10° West Longitude from the north as far south as Latitude 65° North, thence by rhumb line to position 53° North Latitude, 26° West Longitude; thence south along the meridian of 26° West Longitude:

(1) To destroy German and Italian Naval, Air and Land Forces encountered.
(2) To support the Navy.
(3) To cooperate with Canadian and British forces in the defense of Newfoundland and Canadian Coastal Zones.

c. The Coastal Zones mentioned in paragraph 1 are the whole area from the navigable waters adjacent to the seacoast and extend seaward to include the coastwise sea lanes and focal points of shipping approaching and departing from the coast.

d. With reference to paragraph 3 c basic letter, the Navy mission requiring support by the Army is contained in Navy Western Hemisphere Defense Plan No. 5, September 26, 1941. extracts from which were furnished you in letter, this office, October 17, 1941, AG 381 (10-13-41)MC-B-M.

e. With reference to paragraph 4 of the basic letter, it is not considered to be the function of the War Department to prescribe the missions for the subordinate units within the Base Commands.

f. All directives in conflict with the above are rescinded.

By order of the Secretary of War:

CARL ROBINSON

Adjutant General.

2 Incls. n/c

0007

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GENERAL HEADQUARTERS U.S. ARMY
ARMY WAR COLLEGE
WASHINGTON

381-Newfoundland-F. August 28, 1941.

SUBJECT: Clarification of mission assigned to the Newfoundland Base Command.

TO: The Adjutant General, War Department.

1. Under date of January 4, 1941, the Chief of Staff and the Secretary of War approved a Staff Memorandum prepared by the War Plans Division, WDGS, which sets forth the mission for the Newfoundland Base Command, a copy of Par 2 of this memorandum is attached as Tab A.

2. Included in the subject memorandum is a statement thatthe above mission was included in the defense porject and was transmitted to the Commanding General First Army. Your attention is invited to the fact that the wording of the second mission contained in the defense project is not the same as that contained in the Staff memorandum, see Extract Defense Project Tab B.

3. Comments are submitted on the missions set forth in Tab A and Tab B as follows:

a. The first mission is identical in both tabs and is readily understood in so far as ground, and antiaircraft and Harbor Defenses of U. S. military and naval bases in Newfoundland is concerned. It omits any reference to air defense for these bases.

b. The second mission as contained in the defense project directs the Base Commander to defense Newfoundland by U.S. armed forces but the inclusion of the words undertaking the initial, indicates that U.S. participation may be restricted by further U.S. and Canadian agreements.

The second mission as contained in the staff memorandum does not authorize the use of U.S. armed forces in the defense of Newfoundland, but directs assistance to Canada to permit the Canadians to defend Newfoundland. Just what is intended is not clear.

c. The third mission is identical in both tabs, but since no Navy mission has been quoted to the Newfoundland Base Commander, he has no knowledge of the extent of his responsibilities under this mission.

4. It is requested that this Headquarters be furnished a clear and definite statement of the missions (air, ground, antiair and harbor defense) to be issued to the Commander of the Newfoundland Base Command.

For the CHIEF OF STAFF:

/s/ CLYDE L. HYSONG,
Lt. Col., A.G.D.
Adjutant General.

2 Incls. Tab A and B.

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AAF/A-WPD
HAC/mlm
11/3/41.

Clarification of Mission assigned to the Newfoundland Base Command.

X Sec.G/S

The Chief of the Army Air Forces concurs in the attached Memorandum for the Adjutant General, above subject, dated October 31, 1941.. AG 660.2 (8-28-41) from the Acting Assistant Chief of Staff. WPD

1 Incl.
Memo for AG,10/31/41,
above subj.. fr AAC/S
w/incl, ltr to AG, 8/28/41,
above subj.fr G/S w/2 incls,
Tab A & B.

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COPY

WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
WAR PLANS DIVISION
WASHINGTON

October 31, 1941.

SECRET

AG 660.2 (8-28-41)
WPD 4390-1

MEMORANDUM FOR THE ADJUTANT GENERAL (Through Secretary, General Staff):

Subject: Clarification of Mission assigned to the Newfoundland Base Command.

The Secretary of War directs:

I. That the attached communication (AG 660.2(8-28-41)) with 2 inclosures, be returned to the Chief of Staff, GHQ, by secret indorsement substantially as follows:

1. The mission of the Newfoundland Base Command is set forth below:

Mission

a. To defend United States Military and Naval installations in Newfoundland.

b. Within the capabilities of the means available and west of a line running along the meridian of 10° West Longitude from the north as far south as Latitude 65° North, thence by rhumb line to position 53° North Latitude, 26° West Longitude; thence south along the meridian of 26° West Longitude:

(1) To destroy German and Italian Naval, Air and Land Forces encountered.
(2) To support the Navy.
(3) To cooperate with Canadian and British forces in the defense of Newfoundland and Canadian Coastal Zones.

2. The Coastal Zones mentioned in paragraph 1 are the whole area of the navigable waters adjacent to the sea coast and extend seaward to include the coastwise sea lanes and focal points of shipping approaching and departing from the coast.

3. Reference paragraph 3 c, basic letter, the Navy mission requiring support by the Army is contained in Navy Western Hemisphere Defense Plan No. 5, September 26, 1941, extracts from which were furnished you in letter (A.G. supply reference WPD 4414-7, October 13, 1941).

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4. With reference to paragraph 4 of the basic letter, it is not considered to be the function of the War Department to prescribe the missions for the subordinate units within the Base Commands.

5. All directives in conflict with the above are rescinded.

II. That the Chief of the Army Air Forces, the Chief of Naval Operations and the Senior Army Member, Permanent Joint Board on Defense, Canada-U.S. be informed of this action.

/s/ L. T. Gerow,

L.T. GEROW,
Brigadier General,
Acting Assistant Chief of Staff.

Concurrence
General Embick (SDE)
Commander Rogers (Navy Dept.)
concurs informally.

Oct. 14, 1941.
In War Department
Office, Chief of Staff.

Incl.
AG 660.2 (8-28-41)
w/2 Incls.

MEMO FOR RECORD:

The Chief of Staff, GHQ states that the mission of the Newfoundland Base Command is not clear, and further that since no Navy mission has been quoted to the Newfoundland Base Commander, he has no knowledge of the extent of his responsibilities under this mission. He requests that GHQ be furnished a clear and definite statement of the missions (air, ground, anti-air, and harbor defense) to be issued to the commander of the Newfoundland Base Command. For Navy missions and Army support thereof, see WPD 4414-7, Subject: Navy Western Hemisphere Defense Plan #6, now being processed thru WPD (Oct.9, 1941)

Nov 1x,1, '41
Cut WPD, WDGS.

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In reply refer to:

381-Newfoundland- F. August 28, 1941.

SUBJECT: Clarification of mission assigned to the Newfoundland Base Command.

TO : The Adjutant General, War Department.

1. Under date of January 4, 1941, The Chief of Staff and the Secretary of War approved a Staff Memorandum prepared by the War Plans Division, WDGS, which sets forth the mission for the Newfoundland Base Command. A copy of Par. 2 of this memorandum is attached as Tab A.

2. Included in the subject memorandum is a statement that the above mission was included in the defense project and was transmitted to the Commanding General First Army. Your attention is invited to the fact that the wording of the second mission contained in the defense project is not the same as that contained in the Staff memorandum, see extract Defense Project Tab B.

3. Comments are submitted on the missions set forth in Tab A and Tab B as follows:

a. The first mission is identical in both tabs and is readily understood in so far as ground, antiaircraft and Harbor defenses of U. S. military and naval bases in Newfoundland is concerned. It omits any reference to air defense for these bases.

b. The second mission as contained in the defense project directs the Base Commander to defend Newfoundland by U. S. armed forces but the inclusion of the words undertaking the initial, indicates that U.S. participation may be restricted by further U.S. and Canadian agreements.

The second mission as contained in the Staff memorandum does not authorize the use of U.S. armed forces in the defense of Newfounland, but directs assistance to Canada to permit the Canadians to defend Newfoundland. Just what is intended is not clear.

c. The third mission is identical in both tabs, but since no Navy mission has been quoted to the Newfoundland Base commander, he has no knowledge of the extent of his responsibilities under this mission.

4. It is requested that this Headquarters be furnished a clear and definite statement of the missions (air, ground, antiair and harbor

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defense) to be issued to the Commander of the Newfoundland Base Command.

For the CHIEF OF STAFF:

/s/Clyde L. Hyssong,

CLYDE L. HYSSONG,
Lt. Col, A.G.D.
Adjutant General.

2 Incls:
Tab A and B.

46 AGO
Aug 30, 1941
Received

August 30, 1941
Received Misc. Div. AGO
W.P. Sup. Section.

Sept. 4, 1941, P.M.
in WPD, WDGS

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EXTRACT

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject : Mission of U. S. Army Forces in Newfoundland.

* *

2. From this report, War Plans Division deduced the following mission for the Newfoundland Base Command:

"Army Mission

To provide ground, antiaircraft, and harbor defenses of U. S. Military and Naval bases in Newfoundland.

To participate with Canada in its undertaking to initiate ground, antiaircraft, coast, and air defense of Newfoundland and its harbors.

To cooperate with the Navy in Joint Action in Defense of Newfoundland."

The above mission was included in the defense project and was transmitted to the Commanding General, First Army, under date of December 26, 1940.

* *

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TAB A

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EXTRACT

THE NEWFOUNDLAND DEFENSE PROJECT

SECTION II

1. Mission.

a. As set forth in the First Report, Permanent Joint on Defense, Canada-U.S., approved by the President November 19, 1940. These missions include:

Army Missions-

To provide ground, antiaircraft and harbor defenses of the U.S. Military and Naval bases in Newfoundland.

To participate with Canada in undertaking the initial ground, antiaircraft, coast and air defense of Newfoundland and its harbors.

To cooperate with the Navy in joint Action in Defense of Newfoundland.

b. To this, the Board of Experts adds:

Regardless of any assistance which may be obtained from Canada, the defense of Newfoundland must at all times be assured by the United States.

* *

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C O P Y

WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
WAR PLANS DIVISION
WASHINGTON

October 31, 1941.

AG 660.2 (8-28-41)
WPD 4390-1

MEMORANDUM FOR THE ADJUTANT GENERAL (Through Secretary, General Staff):

Subject: Clarification of Mission assigned to the Newfoundland Base Command.

The Secretary of War directs:

I. That the attached communication (AG 660.2(8-28-41)) with 2 inclosures, be returned to the Chief of Staff, GHQ, by secret indorsement substantially as follows:

1. The mission of the Newfoundland Base Command is set forth below:

Mission

a. To defend United States Military and Naval installations in Newfoundland.

b. Within the capabilities of the means available and west of a line running along the meridian of 10° West Longitude from the north as far south as Latitude 65° North, thence by rhumb line to position 53° North Latitude, 26° West Longitude; thence south along the meridian of 26° West Longitude:

(1) To destroy German and Italian Naval, Air and Land Forces encountered.
(2) To support the Navy.
(3) To cooperate with Canadian and British forces in the defense of Newfoundland and Canadian Coastal Zones.

2. The Coastal Zones mentioned in paragraph 1 are the whole area of the navigable waters adjacent to the sea coast and extend seaward to include the coastwise sea lanes and focal points of shipping approaching and departing from the coast.

3. Reference paragraph 3 c, basic letter, the Navy mission requiring support by the Army is contained in Navy Western Hemisphere Defense Plan No. 5, September 26, 1941, extracts from which were furnished you in letter (A.G. supply reference WPD 4414-7, October 13, 1941).

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4. With reference to paragraph 4 of the basic letter, it is not considered to be the function of the War Department to prescribe the missions for the subordinate units within the Base Commands.

5. All directives in conflict with the above are rescinded.

II. That the Chief of the Army Air Forces, the Chief of Naval Operations and the Senior Army Member, Permanent Joint Board on Defense, Canada-U.S. be informed of this action.

/s/ L. T. Gerow,

L.T. GEROW,
Brigadier General,
Acting Assistant Chief of Staff.

Concurrence
General Embick (SDE)
Commander Rogers (Navy Dept.)
concurs informally.

Oct. 14, 1941.
In War Department
Office, Chief of Staff.

Indl.
AG 660.2 (8-28-41)
w/2 Incls.

MEMO FOR RECORD:
The Chief of Staff, GHQ states that the mission of the Newfoundland Base Command is not clear, and further that since no Navy mission has been quoted to the Newfoundland Base Commander, he has no knowledge of the extent of his responsibilities under this mission. He requests that GHQ be furnished a clear and definite statement of the missions (air, ground, anti-air, and harbor defense) to be issued to the commander of the Newfoundland Base Command. For Navy missions and Army support thereof, see WPD 4414-7, Subject: Navy Western Hemisphere Defense Plan #5, now being processed thru WPD (Oct.9, 1941)

Nov 1, '41
Out WPD, WDGS.

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In reply refer to:

381-Newfoundland- F. August 28, 1941.

SUBJECT: Clarification of mission assigned to the Newfoundland Base Command.

TO : The Adjutant General, War Department.

1. Under date of January 4, 1941, The Chief of Staff and the Secretary of War approved a Staff Memorandum prepared by the War Plans Division, WDGS, which sets forth the mission for the Newfoundland Base Command. A copy of Par. 2 of this memorandum is attached as Tab A.

2. Included in the subject memorandum is a statement that the above mission was included in the defense project and was transmitted to the Commanding General First Army. Your attention is invited to the fact that the wording of the second mission contained in the defense project is not the same as that contained in the Staff memorandum, see extract Defense Project Tab B.

3. Comments are submitted on the missions set forth in Tab A and Tab B as follows:

a. The first mission is identical in both tabs and is readily understood in so far as ground, antiaircraft and Harbor defenses of U. S. military and naval bases in Newfoundland is concerned. It omits any reference to air defense for these bases.

b. The second mission as contained in the defense project directs the Base Commander to defend Newfoundland by U. S. armed forces but the inclusion of the words undertaking the initial, indicates that U.S. participation may be restricted by further U.S. and Canadian agreements.

The second mission as contained in the Staff memorandum does not authorize the use of U.S. armed forces in the defense of Newfounland, but directs assistance to Canada to permit the Canadians to defend Newfoundland. Just what is intended is not clear.

c. The third mission is identical in both tabs, but since no Navy mission has been quoted to the Newfoundland Base commander, he has no knowledge of the extent of his responsibilities under this mission.

4. It is requested that this Headquarters be furnished a clear and definite statement of the missions (air, ground, antiair and harbor

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defense) to be issued to the Commander of the Newfoundland Base Command.

For the CHIEF OF STAFF:

/s/Clyde L. Hyssong,

CLYDE L. HYSSONG,
Lt. Col, A.G.D.
Adjutant General.

2 Incls:
Tab A and B.

46 AGO
Aug 30, 1941
Received

August 30, 1941
Received Misc. Div. AGO
W.P. Sup. Section.

Sept. 4, 1941, P.M.
in WPD, WDGS

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EXTRACT

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject : Mission of U. S. Army Forces in Newfoundland.

* *

2. From this report, War Plans Division deduced the following mission for the Newfoundland Base Command:

"Army Mission

To provide ground, antiaircraft, and harbor defenses of U. S. Military and Naval bases in Newfoundland.

To participate with Canada in its undertaking to initiate ground, antiaircraft, coast, and air defense of Newfoundland and its harbors.

To cooperate with the Navy in Joint Action in Defense of Newfoundland."

The above mission was included in the defense project and was transmitted to the Commanding General, First Army, under date of December 26, 1940.

* *

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TAB A

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EXTRACT

SECTION II

1. Mission.

a. As set forth in the First Report, Permanent Joint on Defense, Canada-U.S., approved by the President November 19, 1940. These missions include:

Army Missions-

To provide ground, antiaircraft and harbor defenses of the U.S. Military and Naval bases in Newfoundland.

To participate with Canada in undertaking the initial ground, antiaircraft, coast and air defense of Newfoundland and its harbors.

To cooperate with the Navy in Joint Action in Defense of Newfoundland.

b. To this, the Board of Experts adds:

Regardless of any assistance which may be obtained from Canada, the defense of Newfoundland must at all times be assured by the United States.

. . . . . .

Incl. #2.

TAB B

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WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
WAR PLANS DIVISION
WASHINGTON

October 31, 1941.

AG 660.2 (8-28-41)
WPD 4390-1

MEMORANDUM FOR THE ADJUTANT GENERAL (Through Secretary, General Staff):

Subject: Clarification of Mission assigned to the Newfoundland Base Command.

The Secretary of War directs:

I. That the attached communication (AG 660.2(8-28-41)) with 2 inclosures, be returned to the Chief of Staff, GHQ, by secret indorsement substantially as follows:

1. The mission of the Newfoundland Base Command is set forth below:

Mission

a. To defend United States Military and Naval installations in Newfoundland.

b. Within the capabilities of the means available and west of a line running along the meridian of 10° West Longitude from the north as far south as Latitude 65° North, thence by rhumb line to position 53° North Latitude, 26° West Longitude; thence south along the meridian of 26° West Longitude:

(1) To destroy German and Italian Naval, Air and Land Forces encountered.
(2) To support the Navy.
(3) To cooperate with Canadian and British forces in the defense of Newfoundland and Canadian Coastal Zones.

2. The Coastal Zones mentioned in paragraph 1 are the whole area of the navigable waters adjacent to the sea coast and extend seaward to include the coastwise sea lanes and focal points of shipping approaching and departing from the coast.

3. Reference paragraph 3 c, basic letter, the Navy mission requiring support by the Army is contained in Navy Western Hemisphere Defense Plan No. 5, September 26, 1941, extracts from which were furnished you in letter (A.G. supply reference WPD 4414-7, October 13, 1941).

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4. With reference to paragraph 4 of the basic letter, it is not considered to be the function of the War Department to prescribe the missions for the subordinate units within the Base Commands.

5. All directives in conflict with the above are rescinded.

II. That the Chief of the Army Air Forces, the Chief of Naval Operations and the Senior Army Member, Permanent Joint Board on Defense, Canada-U.S. be informed of this action.

/s/ L. T. Gerow.

L. T. GEROW,
Brigadier General,
Acting Assistant Chief of Staff.

Concurrence
General Embick (SDW)
Commander Rogers (Navy Dept.)
concurs informally.

Oct. 14, 1941.
In War Department
Office, Chief of Staff.

Incl.
AG 660.2 (8-28-41)
w/2 Incls.

MEMO FOR RECORD:

The Chief of Staff, GHQ states that the mission of the Newfoundland Base Command is not clear, and further that since no Navy mission has been quoted to the Newfoundland Base Commander, he has no knowledge of the extent of his responsibilities under this mission. He requests that GHQ be furnished a clear and definite statement of the missions (air, ground, anti-air, and harbor defense) to be issued to the commander of the Newfoundland Base Command. For Navy missions and Army support thereof, see WPD 4414-7, Subject: Navy Western Hemisphere Defense Plan #5, now being processed thru WPD (Oct.9, 1941)

Nov 14,1, '41
Out WPD, WDGS.

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In reply refer to:

381-Newfoundland- F. August 28, 1941.

SUBJECT: Clarification of mission assigned to the Newfoundland Base Command.

TO : The Adjutant General, War Department.

1. Under date of January 4, 1941, The Chief of Staff and the Secretary of War approved a Staff Memorandum prepared by the War Plans Division, WDGS, which sets forth the mission for the Newfoundland Base Command. A copy of Par. 2 of this memorandum is attached as Tab A.

2. Included in the subject memorandum is a statement that the above mission was included in the defense project and was transmitted to the Commanding General First Army. Your attention is invited to the fact that the wording of the second mission contained in the defense project is not the same as that contained in the Staff Memorandum, see extract Defense Project Tab B.

3. Comments are submitted on the missions set forth in Tab A and Tab B as follows:

a. The first mission is identical in both tabs and is readily understood in so far as ground, antiaircraft and Harbor defenses of U. S. military and naval bases in Newfoundland is concerned. It omits any reference to air defense for these bases.

b. The second mission as contained in the defense project directs the Base Commander to defend Newfoundland by U. S. armed forces but the inclusion of the words undertaking the initial, indicates that U.S. participation may be restricted by further U.S. and Canadian agreements.

The second mission as contained in the Staff memorandum does not authorize the use of U.S. armed forces in the defense of Newfounland, but directs assistance to Canada to permit the Canadians to defend Newfoundland. Just what is intended is not clear.

c. The third mission is identical in both tabs, but since no Navy mission has been quoted to the Newfoundland Base commander, he has no knowledge of the extent of his responsibilities under this mission.

4. It is requested that this Headquarters be furnished a clear and definite statement of the missions (air, ground, antiair and harbor

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defense) to be issued to the Commander of the Newfoundland Base Command.

For the CHIEF OF STAFF:

/s/Clyde L. Hyssong,

CLYDE L. HYSSONG,
Lt. Col, A.G.D.
Adjutant General.

2 Incls:
Tab A and B.

46 AGO
Aug 30, 1941
Received

August 30, 1941
Received Misc. Div. AGO
W.P. Sup. Section.

Sept. 4, 1941, P.M.
in WPD, WDGS

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EXTRACT

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject : Mission of U. S. Army Forces in Newfoundland.

* *

2. From this report, War Plans Division deduced the following mission for the Newfoundland Base Command:

"Army Mission

To provide ground, antiaircraft, and harbor defenses of U. S. Military and Naval bases in Newfoundland.

To participate with Canada in its undertaking to initiate ground, antiaircraft, coast, and air defense of Newfoundland and its harbors.

To cooperate with the Navy in Joint Action in Defense of Newfoundland."

The above mission was included in the defense project and was transmitted to the Commanding General, First Army, under date of December 26, 1940.

* *

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TAB A

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EXTRACT

THE NEWFOUNDLAND DEFENSE PROJECT

SECTION II

1. Mission.

a. As set forth in the First Report, Permanent Joint on Defense, Canada-U.S., approved by the President November 19, 1940. These missions include:

Army Missions-

To provide ground, antiaircraft and harbor defenses of the U.S. Military and Naval bases in Newfoundland.

To participate with Canada in undertaking the initial ground, antiaircraft, coast and air defense of Newfoundland and its harbors.

To cooperate with the Navy in joint Action in Defense of Newfoundland.

b. To this, the Board of Experts adds:

Regardless of any assistance which may be obtained from Canada, the defense of Newfoundland must at all times be assured by the United States.

* *

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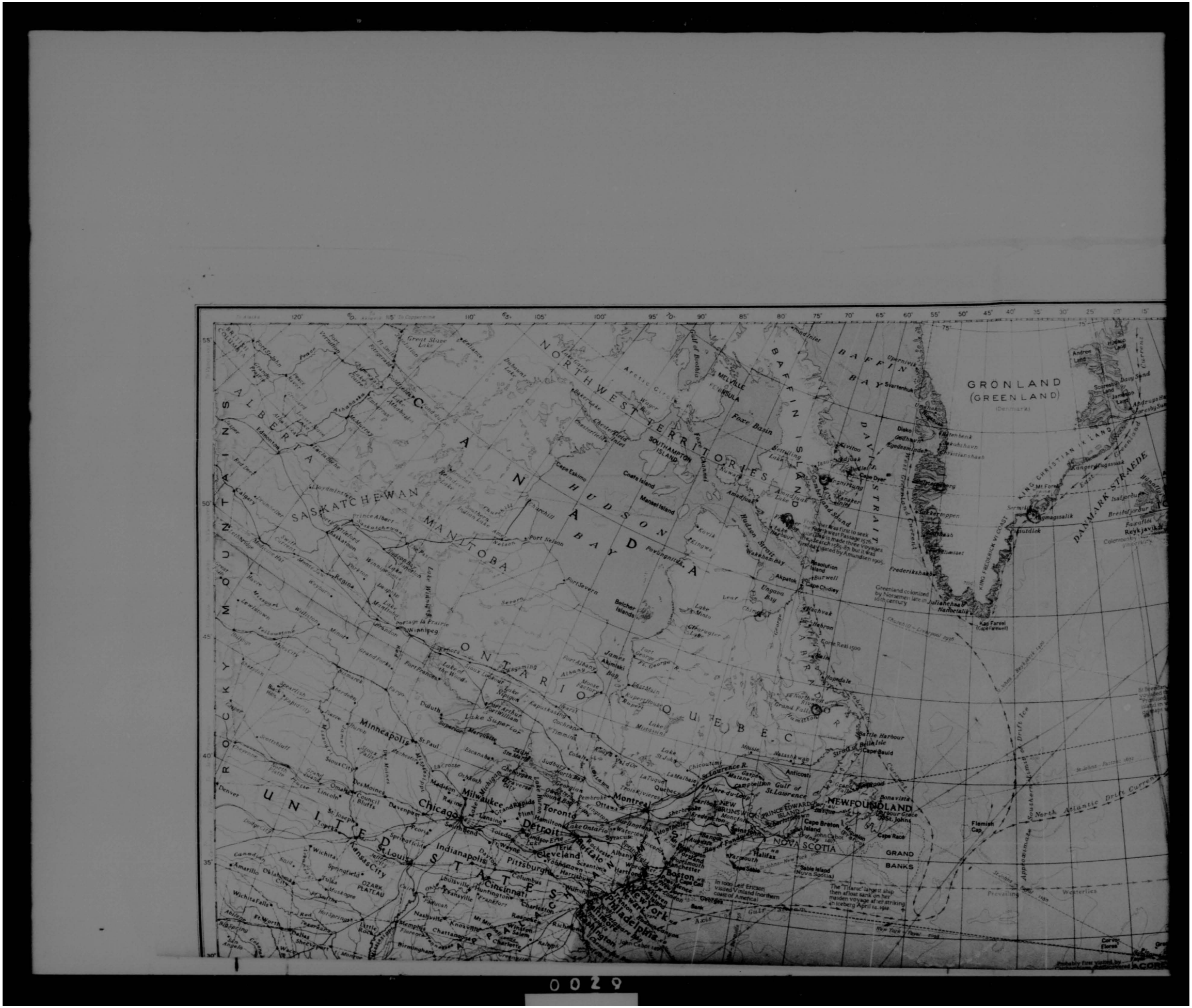

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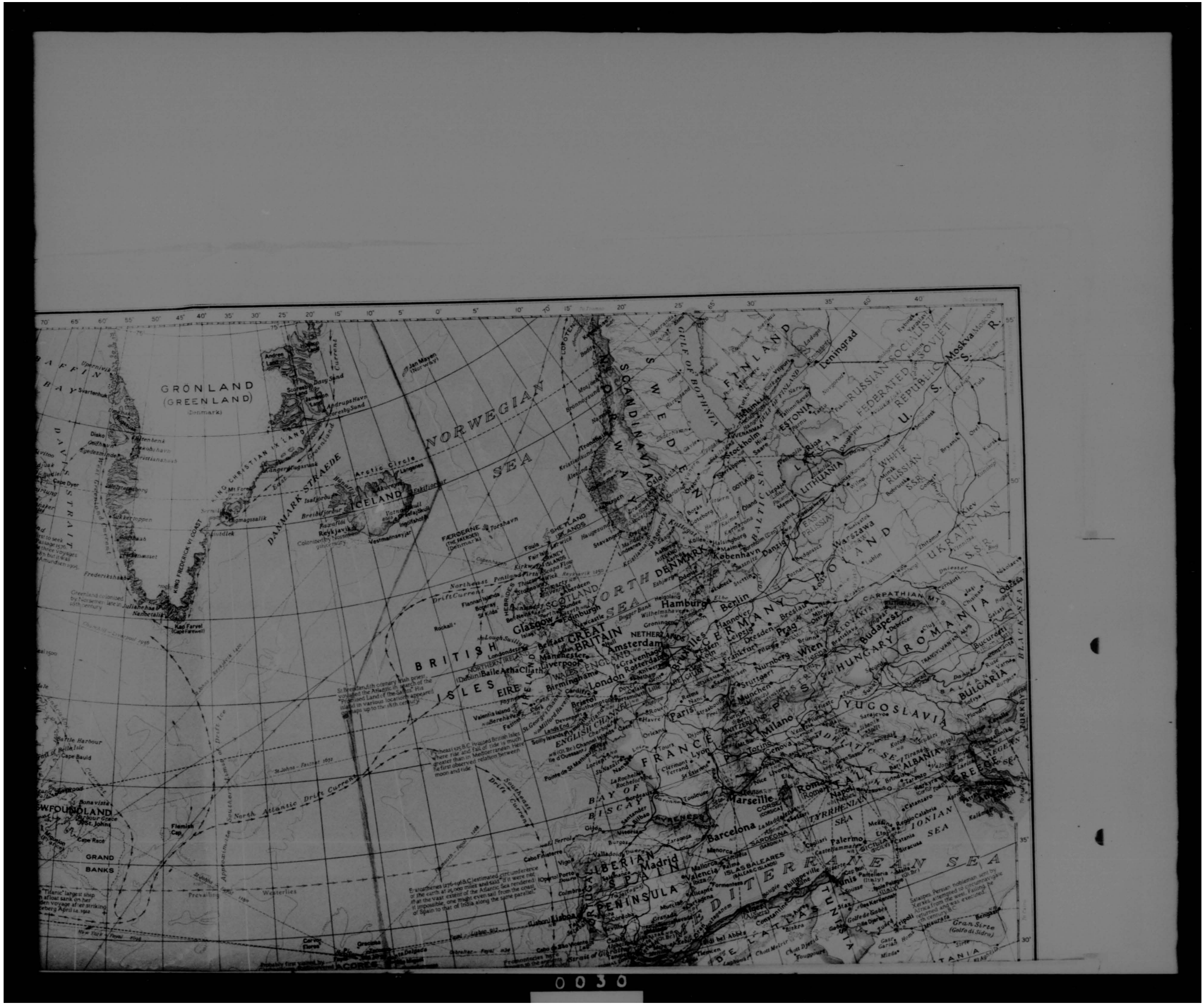
GRÖNLAND
(GREENLAND)
(Denmark)
BAFFIN BAY
DAVIS STRAIT
DENMARK STRAIT
KING CHRISTIAN IX LAND
KING FREDERICK VI COAST
NORWEGIAN SEA
ICELAND
FÆRØERNE (THE FAEROES) (Denmark)
SHETLAND ISLANDS
BRITISH ISLES
GREAT BRITAIN
IRELAND
EIRE
SCOTLAND
NORTH SEA
SCANDINAVIA
SWEDEN
NORWAY
FINLAND
GULF OF BOTHNIA
DENMARK
ESTONIA
LATVIA
LITHUANIA
BALTIC SEA
RUSSIAN SOCIALIST FEDERATED SOVIET REPUBLIC
U.S.S.R.
WHITE RUSSIAN S.S.R.
UKRAINIAN S.S.R.
POLAND
GERMANY
NETHERLANDS
BELGIUM
FRANCE
SWITZERLAND
AUSTRIA
HUNGARY
CZECHOSLOVAKIA
CARPATHIAN MTS.
ROMANIA
BULGARIA
YUGOSLAVIA
ALBANIA
GREECE
ITALY
CORSICA
SARDEGNA (SARDINIA)
SICILY
IBERIAN PENINSULA
SPAIN
PORTUGAL
BAY OF BISCAY
ENGLISH CHANNEL
MEDITERRANEAN SEA
TYRRHENIAN SEA
IONIAN SEA
AEGEAN SEA
BLACK SEA
ATLANTIC OCEAN
ISLAS BALEARES (BALEARIC ISLANDS)
TUNISIA
LIBYA
Arctic Circle
North Atlantic Drift Current
Southeast Drift Current
Southern Limit of Drift Ice
Prevailing Westerlies
Northeast Pontine Drift Current
Greenland Current
Greenland colonized by Norsemen late 10th century
Greenland colonized by Norsemen late 10th century
St Brendan 6th century Irish priest, voyaged the Atlantic in search of the Promised Land of the Saints. His island in various locations appeared on maps up to the 18th century.
Pytheas 325 B.C. visited British Isles where rise and fall of tide is much greater than in Mediterranean. Here he first observed relation between moon and tide.
Eratosthenes 276-196 B.C. estimated circumference of the earth at 25,000 miles and said if it were not for the vast extent of the Atlantic Sea rendered it impossible, one might even sail from the coast of Spain to that of India along the same parallel.
Greenland
Iceland
Jan Mayen (Norway)
Upernivik
Svartenhuk
Disko
Godhavn
Egedesminde
Christianshaab
Cape Dyer
Sukkertoppen
Godthaab
Frederikshaab
Julianehaab
Narsarssuak
Kap Farvel (Cape Farewell)
Holsteinborg
Angmagssalik
Scoresby Land
Jameson Land
Andrups Havn
Scoresby Sund
Isafjordur
Breidifjordur
Reykjavik
Vestmannaeyjar
Hekla
Eskifjordur
Akureyri
Mt Forel
Langenes
Trondheim
Kristiansund
Alesund
Bergen
Stavanger
Haugesund
Lindesnes
Skagerrak
Kattegat
Oslo
Karlstad
Gavle
Uppsala
Stockholm
Sodertalje
Hango
Helsinki (Helsingfors)
Tallinn Reval
Parnu
Tartu
Pskov
Narva
Leningrad
Viipuri
Lahti
Kuopio
Oulu
Lofoten
Bodo
Mosjoen
Bronnoysund
Namsos
Moscow
Yaroslavl
Rybinsk
Kalinin
Tula
Kaluga
Smolensk
Orel
Kursk
Bryansk
Kiev
Zhitomir
Odessa
Riga
Daugavpils
Vitebsk
Minsk
Bobruisk
Gomel
Vilna
Kaunas
Memel
Liepaja
Gdynia
Danzig
Warszawa
Lublin
Bialystok
Brest
Pinsk
Rovno
Tarnopol
Lwow
Przemysl
Cracow
Katowice
Poznan
Bydgoszcz
Torun
Lodz
Kalisz
Wroclaw
Opole
Berlin
Hamburg
Bremen
Hannover
Groningen
Wilhelmshaven
Emden
Dagger Bank
Helgoland
Esbjerg
Aalborg
Aarhus
Kobenhavn
Malmo
Helsingborg
Halmstad
Goteborg
Boras
Orebro
Karlskoga
Karlstad
Kristinehamn
Falun
Gavle
Uppsala
Sodertalje
Visby
Oland
Gotland
Kalmar
Karlskrona
Ystad
Trelleborg
Malmo
Lund
Kristianstad
Ronneby
Visby
Gotland
Oland
Aberdeen
Dundee
Edinburgh
Glasgow
Newcastle
Leeds
Manchester
Liverpool
Birmingham
Belfast
Londonderry
Dublin
Baile Atha Cliath
Cork
Valentia Island
Foynes
Galway
Limerick
Shannon
Waterford
Rosslare
Fishguard
Milford Haven
Swansea
Cardiff
Bristol
Southampton
Portsmouth
Plymouth
Penzance
Land's End
Scilly Islands
Channel Islands
Cherbourg
Caen
Le Havre
Dieppe
Boulogne
Calais
Dover
Ramsgate
Margate
Harwich
Ipswich
Yarmouth
Lowestoft
Great Yarmouth
Norwich
Cambridge
Peterborough
Lincoln
Hull
Grimsby
Sheffield
Nottingham
Derby
Stoke
Chester
Shrewsbury
Wolverhampton
Coventry
Leicester
Northampton
Oxford
Reading
Windsor
Aldershot
Guildford
Brighton
Eastbourne
Hastings
Folkestone
Canterbury
Maidstone
Rochester
Chatham
Gravesend
Tilbury
Southend
Colchester
Ipswich
Bury St Edmunds
Cambridge
Ely
Peterborough
Boston
Skegness
Lincoln
Scunthorpe
Hull
Grimsby
Middlesbrough
Sunderland
Durham
Carlisle
Dumfries
Ayr
Greenock
Glasgow
Stirling
Perth
Dundee
Aberdeen
Inverness
Fort William
Oban
Mull
Islay
Jura
Arran
Kintyre
Mull of Kintyre
Rathlin Island
Giant's Causeway
Belfast
Londonderry
Donegal
Sligo
Galway
Limerick
Cork
Waterford
Rosslare
Wexford
Dublin
Baile Atha Cliath
Drogheda
Dundalk
Belfast
Londonderry
Enniskillen

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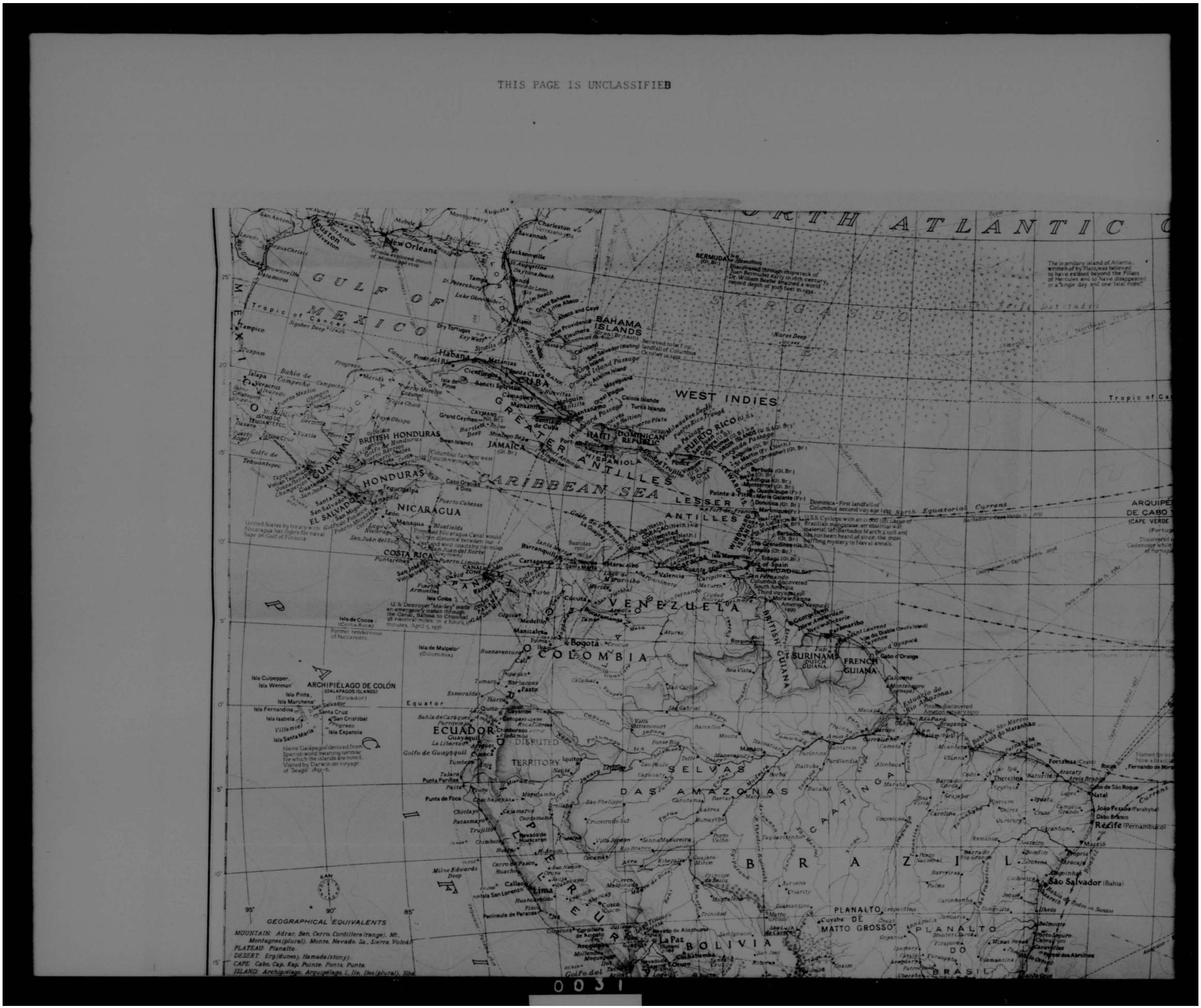
NORTH ATLANTIC OCEAN
SARGASSO SEA
GULF OF MEXICO
CARIBBEAN SEA
WEST INDIES
BERMUDA (Gt. Br.)
Hamilton
Discovered through shipwreck of Juan Bermudez early in 16th century. Dr. William Beebe attained a world record depth of 3028 feet in 1934.
The legendary island of Atlantis, written of by Plato, was believed to have existed beyond the Pillars of Hercules and to have disappeared in a "single day and one fatal night."
Tropic of Cancer
Equator
Tropic of Ca
Believed to be first landfall of Columbus October 12, 1492
Dominica - First landfall of Columbus second voyage 1493
North Equatorial Current
BAHAMA ISLANDS (Gt. Britain)
CUBA
HAITI
DOMINICAN REPUBLIC
PUERTO RICO (U.S.)
JAMAICA (Gt. Br.)
CAYMANS (Gt. Br.)
BRITISH HONDURAS
GUATEMALA
HONDURAS
NICARAGUA
COSTA RICA
PANAMA
CANAL ZONE
COLOMBIA
VENEZUELA
ECUADOR
PERU
BOLIVIA
BRAZIL
SURINAM (DUTCH GUIANA)
FRENCH GUIANA
BRITISH GUIANA
ARCHIPIELAGO DE COLÓN (GALAPAGOS ISLANDS) (Ecuador)
DISPUTED TERRITORY
SELVAS DAS AMAZONAS
CATINGA
PLANALTO DE MATTO GROSSO
PLANALTO DO BRASIL
Habana
Matanzas
Cienfuegos
Santa Clara
Sancti Spiritus
Camaguey
Manzanillo
Santiago de Cuba
Guantanamo
Nuevitas
Isla de Pinos
Pinar del Rio
Key West
Miami
Tampa
St. Petersburg
Jacksonville
Charleston
Savannah
Augusta
Montgomery
Mobile
New Orleans
Houston
Galveston
Port Arthur
San Antonio
Brownsville
Matamoros
Corpus Christi
Tampico
Veracruz
Progreso
Mérida
Campeche
Merida
Belize
Tegucigalpa
Managua
Bluefields
San José
Puerto Limon
Panama
Colon
Cartagena
Barranquilla
Maracaibo
Valencia
Caracas
Trinidad
Port of Spain
Georgetown
Paramaribo
Cayenne
Bogotá
Medellin
Cali
Quito
Guayaquil
Lima
Callao
Arequipa
La Paz
Cochabamba
Oruro
Sucre
Iquitos
Manaos
Belem
Fortaleza
Recife
São Salvador (Bahia)
Natal
Rio de Janeiro
Pernambuco
Nassau
Kingston
Port-au-Prince
Santo Domingo
San Juan
Ciudad Trujillo
Puerto Rico Trough
Milwaukee Depth
Windward Passage
Mona Passage
Anegada Passage
Virgin Islands (U.S.)
Leeward Islands
Windward Islands
Lesser Antilles
Grand Bahama
Abaco and Cays
New Providence
Eleuthera
Cat Island
San Salvador (Watling)
Long Island
Crooked Island Passage
Acklins Island
Mayaguana
Great Inagua
Caicos Islands
Turks Islands
Puerto Plata
Haitien
Gonaives
Montego Bay
Swan Islands
Grand Cayman
Bartlett Deep
Milne Edwards Deep
Nares Deep
Puerto Cabezas
Cabo Gracias a Dios
Golfo de Tehuantepec
Golfo de Honduras
Golfo de Fonseca
Golfo de Panama
Golfo de Venezuela
Golfo de Paria
Golfo del Darien
Golfo de Guayaquil
Bahia de Campeche
Canal de Yucatan
Straits of Florida
Windward Passage
Mona Passage
Anegada Passage
Virgin Islands
Leeward Islands
Windward Islands
Lesser Antilles
Barbados
Grenadines
Grenada
Tobago
Aruba
Curaçao
Bonaire
Willemstad
Oranjestad
Kralendijk
Maracaibo
Valencia
Caracas
Barquisimeto
Maracay
Cumana
Carupano
Puerto La Cruz
Isla Margarita
Cumaná
Barcelona
Puerto Ordaz
Ciudad Bolivar
Georgetown
Paramaribo
Cayenne
Saint Laurent
Ile du Diable (Devil's Island)
Ile du Salut
Cabo d'Orange
Macapá
Estuario do Rio Amazonas
Rio Pará
Belem (Pará)
Bragança
Ilha de São Marcos
Baia de São Luiz do Maranhão
Parnaiba
Camocim
Sobral
Fortaleza (Ceará)
Aracaty
Areia Branca
Mossoró
Natal
Cabo de São Roque
João Pessoa (Parahyba)
Cabo Branco
Recife (Pernambuco)
Maceió
Aracajú
Propria
Barra do Rio Grande
Bom Fim
Jacobina
Barreiras
Palma
Carinhanha
Joazeiro
Remanso
Juazeiro
Petrolina
Paulo Afonso
Jequié
Ilheos
Belmonte
Porto Seguro
Cabralia
Caravellas
Abrolhos
Abaetetuba
Tocantinopolis
Carolina
Grajahu
Barra do Corda
Vianna
Cedro
Thereza
Batuité

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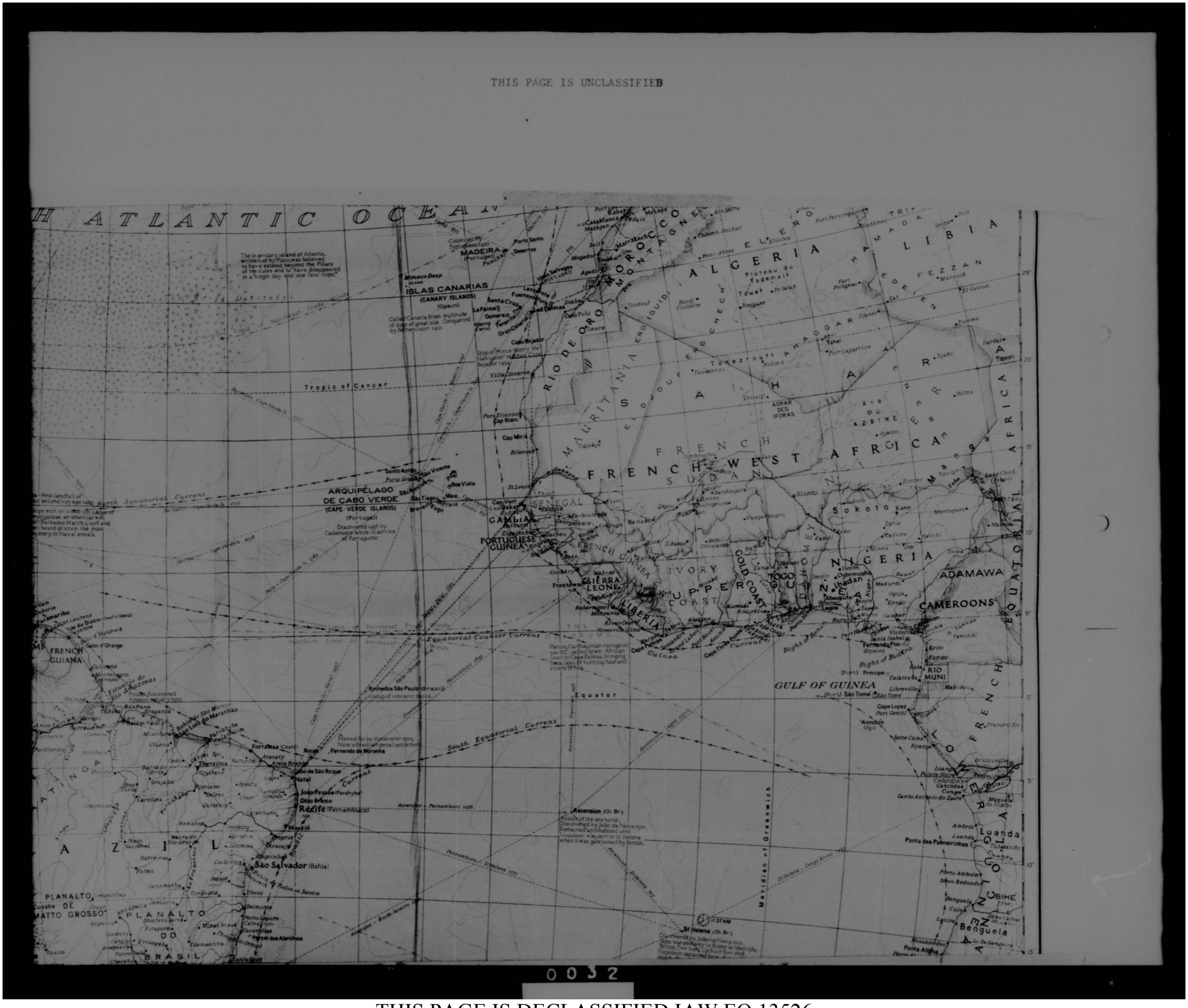
ATLANTIC OCEAN
The legendary island of Atlantis, written of by Plato, was believed to have existed beyond the Pillars of Hercules and to have disappeared in a "single day and one fatal night."
Colonized by Portuguese 1420
MADEIRA (Portugal)
Funchal
Porto Santo
Desertas
Monaco Deep
ISLAS CANARIAS
(CANARY ISLANDS)
(Spain)
Called Canaria from multitude of dogs of great size. Conquered by Bethencourt 1402.
La Palma
Gomera
Hierro (Ferro)
Tenerife
Gran Canaria
Santa Cruz
Las Palmas
Lanzarote
Fuerteventura
Diahes
Ilhas Salvages (Port. 1938)
Agadir
Mogador
Safi
Casablanca
Mazagan
Rabat
Port
Meknes
Fedala
Marrakech
Toubkal
MOROCCO
MONTAGNE
Ain Sefra
Colomb-Bechar
Beni Abbes
El Goléa
ALGERIA
Plateau du Tademait
Touat
In Salah
Tindouf
Bordj Vilolette
Reggane
Fort Polignac
Fort Pervinquière
Gadames
TRIPOLITANIA
HAMADA
Sebha
Ghat
LIBIA
FEZZAN
Murzuch
El Gatrun
Ghat
Djanet
Tummo
Bardai
Tibesti
Tropic of Cancer
Cape Bojador
Ship of Prince Henry the Navigator" reached Cape Bojador 1434
Villa Cisneros
RIO DE ORO
MAURITANIA
EL DJOUF
ERG CHECHI
ERG IGUIDI
Tanezrouft
Taodenni
Timmara
Tahat
Fort Laperrine
Tessalit
Bidons
ADRAR DES IFORAS
AIR OU AZBINE
Agades
Bilma
Port Etienne
Cap Blanc
Cap Mirik
Bilaoure
Santo Antão
São Vicente
Porto Grande
São Nicolau
Boa Vista
São Tiago
Maio
Praia
Brava
Fogo
ARQUIPÉLAGO DE CABO VERDE
(CAPE VERDE ISLANDS)
(Portugal)
Discovered 1456 by Cadamoster while in service of Portuguese
St.Louis
Cap Vert
Dakar
Rufisque
SENEGAL
Thies
Kaolack
GAMBIA
Bathurst
Georgetown
Yarboutenda
Kedougou
PORTUGUESE GUINEA
Bissau
Bolama
Farim
Zuluchenchu
Cacheu
Fortaleza Dillon
FRENCH GUINEA
Boke
Conakry
Makeni
Freetown
SIERRA LEONE
Port Loko
Robertsport
Monrovia
LIBERIA
River Cess
Greenville
Sino
IVORY COAST
Man
Bouake
Kankan
Kouroussa
Siguiri
Bamako
Segou
Mopti
Bandiagara
Timbuctoo
Niamey
Gao
Dori
Ouagadougou
Bobo Dioulasso
Sikasso
Kong
Kumasi
Kokoridua
GOLD COAST
Accra
Cape Coast
Apam
Saltpond
Takoradi
Axim
Sassandra
Grand Lahou
Abidjan
Assinie
Cape Palmas
Harper
Cape Three Points
TOGO
DAHOMEY
Porto Novo
Lagos
Abeokuta
Ibadan
Ilorin
Oshomosho
Jebba
Jaeyin
Benin
Sapele
Warri
Calabar
NIGERIA
Sokoto
Kano
Zaria
Kaduna
Bauchi
Minna
Jos
Makurdi
Ogoja
Enugu
Onitsha
Yola
Garoua
ADAMAWA
CAMEROONS
Victoria
Douala
Kribi
Kampo
Yaounde
Fernando Poo (Spain)
Santa Isabel
Port Harcourt
Bata
RIO MUNI
(Port.) Principe
Calatrava
Libreville
Makokou
(Port.) São Tomé (São Tomé)
Cape Lopez
Port Gentil
Annobón (Sp)
Sette Cama
Nyanga
Port Gentil
Francheville
Brazzaville
Loango
Pointe Noire
CABINDA
Cabinda
Congo
Santo Antonio do Zaire
Maquela do Zombo
Ambriz
Luanda
Ponta das Palmeirinhas
Dalatando
Porto Amboim
Novo Redondo
Benguela
Lucira
Benguela
Ponta Alpha
Mossamedes
Lobito
Nova Lisboa
ANGOLA
MOZAMBIQUE
FRENCH WEST AFRICA
FRENCH SUDAN
NIGER
Lake Chad (Fchad)
Maiduguri
Mandiguris
Zinder
Ngigmi
Yobe
Maine
EQUATORIAL AFRICA
GULF OF GUINEA
Bight of Biafra
Bight of Benin
Equatorial Counter Current
North Equatorial Current
South Equatorial Current
Guinea Current
Cape Verde Is.
Canary Is.
Equator
Meridian of Greenwich
Ascension – Pernambuco 1226
Ascension – Rio de Janeiro
Pernambuco – St.Helena 1771
Ascension – St.Helena 707
Ascension (Gt. Br.)
Resort of the sea turtle. Discovered by João da Nova 1501. Remained uninhabited until Napoleon was sent to St.Helena when it was garrisoned by British.
St Helena (Gt. Br.)
11:37AM
Discovered by João da Nova 1502. Cape, war embassy to Rome la'ded 1584. British East India Co built fort 1658. Napoleon detained here
Hanno, Carthaginian navigator 500 B.C., sailed down African coast to Cape Palmas, bringing back tales of burning head and rivers of fire.
Named for its discoverer 1503. Now a Brazilian penal settlement
Rocas
Fernando de Noronha
Rochedos São Paulo (Brazil)
Group of volcanic rocks
First landfall of last second voyage 1493
ships with an armed escort, Cargoes of Portuguese, an essential link. left Barbados March 4 1918 and en heard of since, the most mystery in Naval annals.
FRENCH GUIANA
Cayenne
Montenegro (Espinal)
Cabo d'Orange
Saint Laurent
Devil's Island
Ile du Diable
Cayenne
Mariaribo
Rio Amazonas
Estuario do
Pinzon discovered Amazon estuary 1500
Macapa
Rio Para
Belem (Para)
Braganca
Bahia de São Marcos
São Luiz do Maranhão
Parnahyba
Camocim
Fortaleza (Ceara)
Aracaty
Areia Branca
Cabo de São Roque
Natal
João Pessoa (Parahyba)
Cabo Branco
Recife (Pernambuco)
Maceió
Propria
Aracaju
Barra do Rio Grande
Barreiras
Palma
Carinhanha
Joazeiro
Remanso
Juazeiro
Jacobina
Amargosinho
São Salvador (Bahia)
Cachoeira
Joaquié
Conquista
Ilheos
Belmonte
Porto Seguro
Cabralia 1500
Caravellas
Parcel dos Abrolhos
Santa Cruz
Rio Francisco
Rio Grande
Rio Parnahyba
Rio Para
Rio Tocantins
Rio Xingu
Rio Tapajoz
Rio Madeira
Rio Purus
Rio Negro
Rio Solimões
Rio Javary
Rio Juruá
Rio Jurua
Rio Jutahy
Rio Branco
Rio Trombetas
Rio Nhamundá
Rio Tapajos
Rio Xingu
Rio Araguaya
Rio Tocantins
Rio Grande
Rio Paraguay
Rio Paraná
Rio Tiete
Rio Paraguay
Rio Paraná
Rio Tiete
Rio Grande

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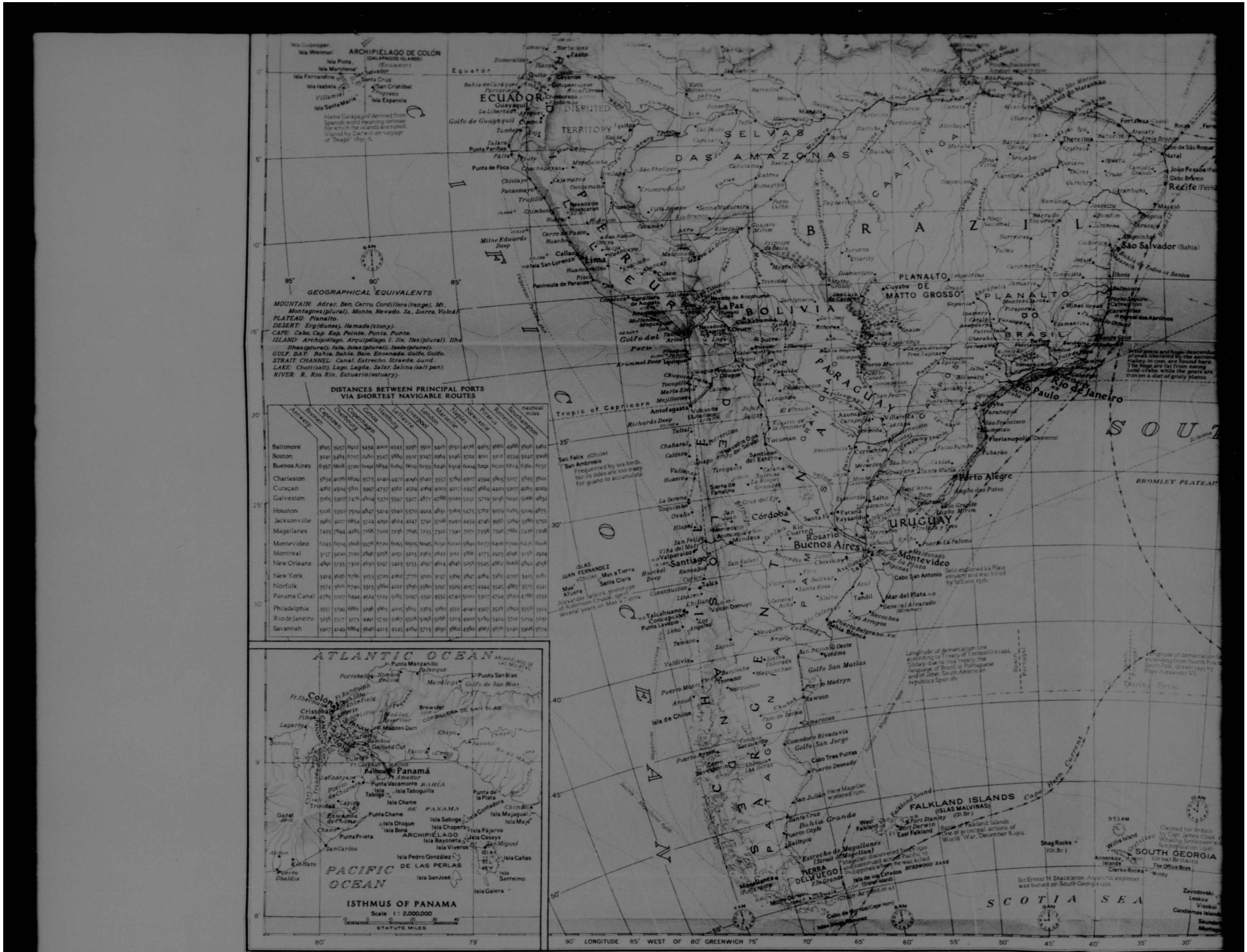
ARCHIPIÉLAGO DE COLÓN
(GALAPAGOS ISLANDS)
(Ecuador)
Name Galápagos derived from Spanish word meaning tortoise for which the islands are noted. Visited by Darwin on voyage of "Beagle" 1832-5.
ECUADOR
DISPUTED TERRITORY
Equator
Tropic of Capricorn
PERU
BOLIVIA
BRAZIL
PARAGUAY
URUGUAY
CHILE
ARGENTINA
SELVAS DAS AMAZONAS
CAATINGA
PLANALTO DE MATTO GROSSO
PLANALTO DO BRASIL
Lima
La Paz
Cochabamba
Cuzco
Santiago
Córdoba
Rosario
Buenos Aires
Montevideo
São Salvador (Bahia)
Rio de Janeiro
São Paulo
Pôrto Alegre
Recife
Fortaleza
Belmonte
Pôrto Seguro
Abrolhos
Trindade
Martin Vaz
Milne Edwards Deep
Richards Deep
Krümmel Deep
Golfo del Arica
Golfo de Guayaquil
Golfo San Matías
Golfo San Jorge
Bahía Grande
Puerto Madryn
Rawson
Comodoro Rivadavia
Cabo Tres Puntas
Puerto Deseado
Puerto Montt
Valdivia
Isla de Chiloe
Isla San Lorenzo
Península de Paracas
Cerro de Pasco
Nevado de Huascaran
Nevado de Sajama
Nevado de Anchumani
Nevado de Cachani
Nevado de Coropuna
Nevado de Chani
Nevado de Tres Cruces
Nevado Ojos del Salado
Aconcagua
Volcan Osorno
Volcan Llullaillaco
Volcan Olca
Volcan Olague
Volcan Domuyo
Cordillera de Amato
Cordillera de Carabaya
Cordillera de Vilcanota
Cordillera de Huayhuash
Cordillera Real
Cordillera Oriental
Cordillera Central
Cordillera Occidental
Sierra Colorada
Sierra de Famatina
Sierra de Tandil
Sierra de Ventana
Sierra de la Ventana
Sierra de Tapalqué
Sierra de Curamalal
Sierra de la Tinta
Sierra de Pillahuinco
Sierra de Pigüé
Sierra de Pillahuinco Chico
Sierra de Pillahuinco Grande

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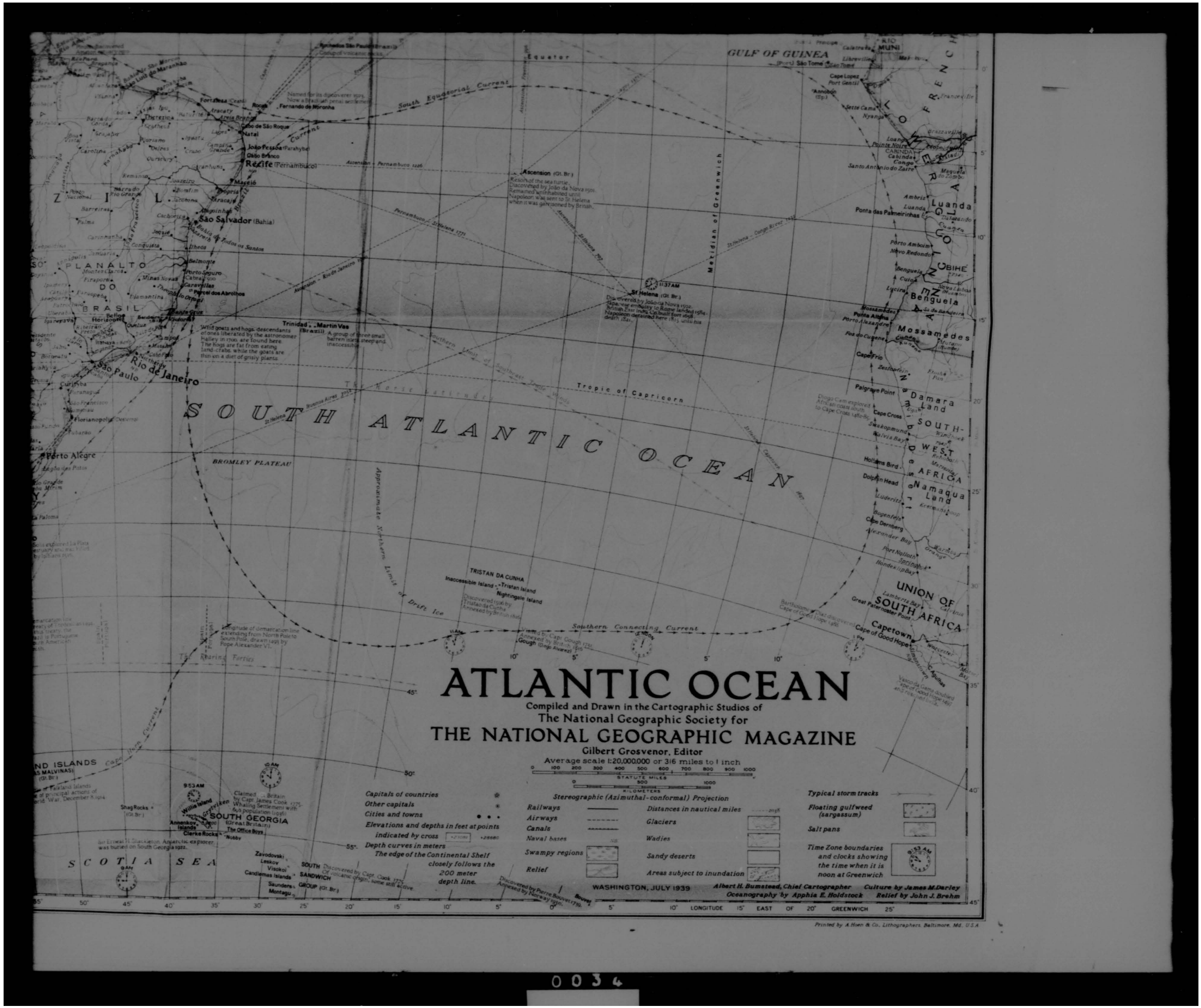
GULF OF GUINEA
Equator
South Equatorial Current
Current
Tropic of Capricorn
Meridian of Greenwich
SOUTH ATLANTIC OCEAN
BROMLEY PLATEAU
Approximate Northern Limit of Drift Ice
Southern Connecting Current
Southern Limit of Southeast Trade Winds
The Horse Latitudes
The Roaring Forties
Brazil
Planalto do Brasil
Rio de Janeiro
São Paulo
Porto Alegre
São Salvador (Bahia)
Recife (Pernambuco)
Fernando de Noronha
Ascension (Gt. Br.)
St Helena (Gt. Br.)
Trinidad and Martin Vas (Brazil)
TRISTAN DA CUNHA
Tristan Island
Nightingale Island
Inaccessible Island
SOUTH GEORGIA
(Great Britain)
SOUTH SANDWICH GROUP (Gt. Br.)
SCOTIA SEA
FALKLAND ISLANDS (ILS MALVINAS) (Gt. Br.)
Cape Horn Current
Rio Muni
Gabon
Cabinda
Angola
Luanda
Benguela
Mossamedes
Damara Land
SOUTH-WEST AFRICA
Namaqua Land
UNION OF SOUTH AFRICA
Capetown
Cape of Good Hope
Agulhas
Walvis Bay
Lüderitz
Port Nolloth
Lambertsbay
Great Paternoster Point
Cape Dernberg
Hollams Bird
Dolphin Head
Cape Cross
Palgrave Point
Cape Frio
Foz do Cuanene
Ponta Alfina
Porto Alexandre
Ponta das Palmeirinhas
Cape Lopez
Port Gentil
Libreville
São Tomé
Annobon
Pointe Noire
Loango
Matadi
Leopoldville
Brazzaville
Lucira
Novo Redondo
Porto Amboim
Ambriz
Sette Cama
Nyanga
Francesville
Grassfield
Maquela do Zombo
Santo Antonio do Zaire
Congo
Cuanza
Benguela
Cuio
Nova Lisboa
Mutumba
Humpata
Cuanene
Mutumba
Humpata
Zesfontein
Omaruru
Windhuk
Karibib
Swakopmund
Walvis Bay
Warmbad
Orange
Port Nolloth
Springbok
Hondeklipbay
Lambertsbay
Great Paternoster Point
Cape of Good Hope
Capetown
Stellenbosch
Wellington
Caledon
Agulhas
Mossel Bay
Vasco da Gama doubled Cape of Good Hope 1497
Bartholomeu Dias discovered Cape of Good Hope 1488
Diogo Cam explored African coast south to Cape Cross 1482-86
Discovered by Pierre Bouvet (1739). Annexed by Norway 1930.
Bouvet
Discovered by Capt. Cook 1775. Of volcanic origin; some still active.
Claimed for Britain by Capt. James Cook 1775. Whaling Settlement with 649 population (1938)
Willis Island
Grytviken
Annenkov Island
Clerke Rocks
The Office Boys
Nobby
Shag Rocks (Gt. Br.)
Zavodovski
Leskov
Visokoi
Candlemas Islands
Saunders
Montagu
Discovered by Capt. Gough 1731. Annexed by Britain 1816.
Gough (Diego Alvarez)
Discovered 1506 by Tristão da Cunha. Annexed by British 1816.
Named for its discoverer 1503. Now a Brazilian penal settlement.
Fortaleza (Ceará)
Aracaty
Areia Branca
Cabo de São Roque
Natal
João Pessôa (Parahyba)
Cabo Branco
Maceió
Propriá
Aracajú
Abrolhos
Porto Seguro
Caravellas
Parcel dos Abrolhos
Belmonte
Ilheos
Jequié
Conquista
Jacobina
Carinhanha
Barreiras
Palma
Cachoeira
Remanso
Joazeiro
Juazeiro
Petrolina
Floriano
Oeiras
Crato
Campina Grande
Lages
Iguatú
Sobral
Granhuns
Ouricury
Barbalha
Carolina
Pimenteiras
Teresina
Caxias
Barra do Corda
Grajahu
Rio Preto
Rio Pardo
Bragança
Rio Acaraú
Rio Parnahyba
Rio Gurupy
Rio Turyassú
Rio Itapicurú
Rio Vaza Barris
Rio Real
Rio Grande
Rio Francisco
Rio Jequitinhonha
Rio Doce
Rio Paraguassú
Rio Pardo
Rio Contas
Rio Mucury
Rio Pardo
Rio Grande

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TO BE RETURNED TO
HISTORICAL
A.U.

Memorandum For

THE CHIEF OF STAFF

Subject

NORTH EASTERN AIR THEATER

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DOD DIR 5200.9, 27 Sep 58

~~CONFIDENTIAL~~

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INDEX

Memorandum for General Marshall

Tab A - Memorandum for General Arnold from General Marshall, November 19, 1941.

Tab B - Draft submitted by General Arnold as a substitute for Tab A.

Tab C - Letter of instruction to Commanding General, Air Force Combat Command, from Chief of the Army Air Forces pertaining to Navy Western Hemisphere Defense Plan No. 5.

Tab D - Letter A.G.O.

Tab E - Map of North Atlantic Area outlining Eastern Air Theater.

Tab F - General Discussion.

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DOD DIR 5200.9, 27 Sep 58

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MEMORANDUM FOR GENERAL MARSHALL:

Subject: Northeastern Air Theater.

1. I have studied carefully your memorandum of November 17 (Tab A) and I earnestly request a reconsideration of that memorandum.

2. In my opinion it establishes an unsound organization and proposes unsatisfactory procedure. Specifically, I have reference to the following features of the memorandum:

a. It establishes a chain of command which I believe will be unsatisfactory if rapid and effective action is to be achieved.

> The proposed memorandum "compartments" the area and places the air units in Newfoundland under GHQ, while the adjacent units in the north east are under the First Air Force, which is under the Air Force Combat Command, which in turn is under the Chief of the Army Air Forces. The spheres of action of the air units in these areas overlap, but there is a sharp and unnatural division of responsibility which extends up to a high command before unity is achieved. The memorandum recognized the fundamental error by providing that the Newfoundland Base Commander may ask the Commanding General, First Air Force, for assistance. However, the basic error remains: there is division of authority and responsibility where unity is of paramount concern.

b. It compromises the facility with which the Army Air Forces may be concentrated and employed against selected objectives in mass.

> The gravity of the problem now being undertaken by the Navy makes it imperative that the Army render maximum assistance to the Navy in the protection of shipping in the North Atlantic. This is a task for the Army Air Forces. It may be necessary to assemble all available air units in any region of the area with a minimum of delay. Under the proposed arrangement the Commanding General, Air Force Combat Command would not be free to move units into Newfoundland or other outlying bases for concerted action against a particular objective, because those vital bases would be under the control of another agency.

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> Mobility, one of the principal assets of the air force, would be lost.

c. It fails to provide unity of command over air units engaged in a common task.

> If air units engaged in flight operations over an area are to operate in concerted harmony, they must respond to a single control. The speed with which air situations change and develop makes it necessary to retain flexibility in the selection of objectives. At the same time, it is necessary that all units be directed in a concerted effort toward a common purpose. Unity of Command over air units collaborating in a common task is necessary to achieve this end. The memorandum in question does not provide this unity of command, and does introduce an extra headquarters, GHQ, which may cause delay but cannot assist the air action.

3. I am submitting for your consideration a draft of a memorandum (Tab B) which I believe should be substituted for your memorandum of November 17. It rectifys the faults which I have listed in paragraph 2 above, in the following manner:

a. It places responsibility for all the air operations in this area upon a single commander, the Commanding General, Air Force Combat Command, who has authority over the facilities available for effective execution of necessary air operations.

b. It places all the units under a commander who is free to capitalize upon the mobility inherent in the Air Force. There is no restrictive compartmentation into small geographical areas. It eliminates GHQ and other headquarters which might delay without assisting air operations.

c. It provides unity of command. All the air units engaged in this area are integrated under the Commanding General, Air Force Combat Command, who functions as Air Theater Commander. This Air Theater Commander is capable of dealing comprehensively with the responsible Naval authorities. Unity of command is summed up, in so far

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as air matters are concerned, in the Chief of the Army Air Forces, who has direct control over the services and facilities needed for the conduct of effective air operations.

4. Steps have already been taken, in accordance with instructions issued by the War Department, which fit in to the proposal which I am submitting. In accordance with instructions issued by the War Department (Tab D), I issued orders to the Commanding General, Air Force Combat Command, directing that steps be taken to carry out the responsibilities of the Army Air Forces in Navy Western Hemisphere Defense Plan No. 5 (Tab C).

5. In view of the importance of the foregoing, and its influence upon other undertakings of the Army Air Forces, I earnestly request reconsideration of your memorandum of November 17 and substitution of Tab B therefor.

6. A map which illustrates the basic provisions of the plan which I propose in Tab B is attached as Tab E.

H H Arnold

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Tab A

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WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

November 19, 1941.

MEMORANDUM FOR GENERAL ARNOLD:

I have analyzed the various complications involved with the organization of the Northeastern Air Theatre which you proposed, and I have come to the conclusion that such action would be inadvisable.

I would like you to work out with War Plans and GHQ the necessary instructions to secure the following results:

1. Army air over-water operations from the Newfoundland Base Command, to be carried out by that commander in accordance with the instructions of the "operating" Naval Commander in that area.

2. In the event that immediate additional air support is urgently required, the Newfoundland Base Commander to be authorized to call directly on the First Air Force Commander, who in turn should have instructions to comply with such request when it does not conflict with other tactical obligations.

3. In the event that the First Air Force Commander can not meet the request, he passes on the problem to General Emmons who either provides the additional forces desired or reports his inability to GHQ.

4. In any event the Newfoundland Base Commander should later make report of his direct request on the First Air Force Commander to GHQ, and the First Air Force Commander should likewise report his action in supplying such reinforcements on direct request, to General Emmons' headquarters, which should be under orders to keep GHQ informed in these matters.

5. Regarding questions of major or more or less permanent reinforcements, the normal command channels will be followed, as indicated in ACC 320.2 (7-22-41).

6. When the Naval requirements for Army air support develops in other areas, the Air Force Commander concerned should meet the requests in the same manner as laid down for the Newfoundland Base Commander, except that his request for air support should be direct to General Emmons' headquarters. General Emmons should be required to keep GHQ informed of successive developments.

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7. The operating principle I am attempting to establish here, is that where air operations (not plans) are involved, action will be taken by the most direct means, such action being confirmed later through normal command channel.

Under present conditions the situation is more complicated on the West Coast, for the reason that GHQ has not yet been given any operating responsibility in that region. However, even though GHQ has not yet been given such responsibility, should trouble develop, the procedure of communication should be identical with that indicated above. The only modification in instructions required would be instructions to GHQ that it would serve merely as a channel of communication to the War Department.

For the purpose of providing a better understanding of the prospective development of command, the Caribbean Defenses are placed under the control of GHQ on December 1st. Short of a war status, the Alaskan theatre will not be placed under GHQ before the end of winter, at such time as the problems of construction, basic organization and supply service have been built up to the point where an Air officer can take over command. It is probable that Hawaii and the Philippines will remain directly under the War Department, at least so long as there is a continuing dearth of materiel and ship tonnage.

/s/ G C Marshall
Chief of Staff.

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Tab B

TAB B

MEMORANDUM FOR GENERAL ARNOLD:

I have analyzed the various aspects of your proposal for the organization of a North Eastern Air Theater, and I have come to the conclusion that such action, is inadvisable at this time. However, the basic conception is sound, and should be put into effect as soon as the training and equipment of air combat units will make it possible to authenticate the recommendation. It appears that all the air units on the Eastern seaboard should be incorporated in this Air Theater, and that it should be designated the Eastern Air Theater, under command of the Commanding General, Air Force Combat Command.

The protection of American shipping in its movement across the North Atlantic is presenting a problem of increasing magnitude. It is essential that the Army provide the fullest possible support for the Navy in the protection of this shipping.

Insofar as the Army is concerned, this is obviously an air task, and should be made the responsibility of the Army Air Forces. They should be so organized, in the Atlantic Area, as to provide an effective and flexible command for operations over the sea areas involved.

The Newfoundland Base Command should continue to come under GHQ. However, since GHQ has no means or facilities to improve either the combat effectiveness or the service of supply of the Army Air Forces engaged in these operations, there will be no need to route either control or communications through that headquarters, after the organization of the Eastern Air Theater. The Air Units in Newfoundland, organized into an Air Task Force, will then report directly to the Commanding General, Air Force Combat Command.

The operating principle I wish to establish here is that, where air operations (not plans) are involved, action will be taken by the most direct means, and control of such action will be confined to those command agencies which are capable of executing or augmenting air operations.

I would like to have the Air Staff, under your direction, work out with the War Plans Division and GHQ the necessary instructions to produce the results which I have outlined above.

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Tab C

SUBJECT: Responsibilities of the Air Force Combat Command for fulfillment of duties charged the Army Air Forces, pursuant to letter AG 381, October 17, 1941, subject: "Navy Western Hemisphere Defense Plan No. 5 (WPL-52)".

TO: Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

1. The following instructions are issued for your guidance in fulfillment of Navy Western Defense Plan No. 5 (WPL-52) transmitted in letter AG 381, October 17, 1941.

2. The Commanders of Army Air Forces under your command and pursuant to your detailed instructions will:

a. Confer with and prepare plans in cooperation with the appropriate naval commander charged with fulfillment of the Navy Western Hemisphere Defense Plan No. 5 (WPL-52) in the sea areas contiguous to the respective Air Force Areas as listed below:

Commandant, North Atlantic Coastal Frontier-Hq. New York, N.Y.
Commandant, Southern Coastal Frontier - Charleston, S. C.

b. Be guided by the provisions of Chapter II, Joint Action of the Army and of the Navy, "Coordination of Operations of the Army and of the Navy," with particular attention to par. 8 a and 9 a thereof.

c. Participate in such cooperative and supporting operations as are essential to affording the Navy real assistance in performance of the latter's assigned tasks in the actual or suspected presence of German or Italian Forces, as prescribed in par. 2 a of the subject letter. This support will be consistent with a minimum interference with current training activities, of normal missions in conjunction therewith and state of readiness of the units involved.

d. Conduct, under the following conditions, operations in support of or in cooperation with the Navy in execution of its assigned task of destroying "German and Italian naval land and aor forces encountered":

When the forces encountered are determined beyond doubt by the Air Force or by definite information from the Navy in each specific case to be German or Italian.

e. In consonance with the above, a system of recognition signals between Naval and Army Air Forces will be prepared and personnel concerned will be thoroughly indoctrinated in their use.

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3. Effective support of naval operations requires that complete and prompt information of Army air operations be furnished to the appropriate naval commander and conversely that there be obtained continuously from such naval commanders complete information as to the naval situation on which to base Army air operations. It is desired, for these reasons, that every effort be made by Army air forces operating over sea areas to establish close and effective liaison with appropriate naval commanders.

4. It is deemed inadvisable to initiate and maintain operations by the elements of the Army Air Forces in the United States in connection with this defense plan until a definite need for such operations exists in the actual or suspected presence of German or Italian Forces, and is covered by the local joint plan of the Navy and the Air Force commander. This is necessary because of the heavy training and related responsibilities imposed on the Air Force Combat Command.

5. It is requested that copies of the plans prepared be submitted to this Headquarters.

6. It is requested that a report of all operations other than routine conducted in accordance with this directive be submitted to this Headquarters upon conclusion thereof, with the least practicable delay. Any attack on German or Italian Forces will be reported immediately to the Chief of the Army Air Forces.

7. The Defense Plan under discussion so far as the Army Air Forces are concerned at this time, involves only those Air Forces under the Commanding General, Air Force Combat Command, which are contiguous to the coastal frontiers listed in par. 2 a above.

/s/ H. H. Arnold
H. H. ARNOLD,
Major General, U.S.A.,
Chief of the Army Air Forces.

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C O P Y

WAR DEPARTMENT
The Adjutant General's Office
Washington

AG 381 (10-13-41)MC-E-M October 17, 1941.

SUBJECT: Navy Western Hemisphere Defense Plan No. 5 (WPL-52).

TO: The Chief of Staff, GHQ;
The Chief of the Army Air Forces;
The Commanding Generals,
Northeast, Southern, Western,
and Caribbean Defense Commands;
and Hawaiian Department.

1. The Navy, by direction of the President, has placed in execution a plan designated as "Navy Western Hemisphere Defense Plan No. 5" (WPL-52) (superseding "Navy Western Hemisphere Defense Plan No. 4"), the essential features of which are as follows:

a. Navy General Task within assigned operating areas (See subparagraph c below):

(1) Protect against hostile attack United States and foreign flag shipping, other than German and Italian shipping.

(2) Ensure the safety of sea communications with United States strategic outposts.

(3) Support the defense of UNITED STATES TERRITORY and BASES, ICELAND and GREENLAND.

b. In the execution of its general tasks within the assigned operating areas (See subparagraph c below) the Navy will:

(1) Escort and otherwise cover United States and foreign flag shipping other than German and Italian.

(2) Destroy German and Italian naval, land and air forces encountered.

(3) Trail merchant vessels suspected of supplying or otherwise assisting the operations of German and Italian naval vessels or aircraft, reporting the movement of such vessels to the Chief of Naval Operations.

c. Naval operating forces and corresponding operating areas.

(1) The U.S. Atlantic Fleet, including naval operating bases at BERMUDA and NEWFOUNDLAND, and Canadian and United Kingdom ocean escort forces under the strategic direction of the Commander-in-Chief, U.S. Atlantic Fleet, operate in the Atlantic ocean west of a line running along the meridian of 10° West Longitude from the north as far south as Latitude

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65° North, thence by rhumb line to position 53° North Latitude, 26° West Longitude, thence south along the meridian of 26° West Longitude. The area extends as far west as the continental land masses, but does not include the Naval Coastal Frontier and Naval District land and water areas, the Canadian Coastal Zones, and the territorial waters of Latin American countries.

(2) The Southeast Pacific Force, composed of two light cruisers, operates in the SOUTHEAST PACIFIC SUB-AREA which is that part of the Pacific ocean that extends from the southern boundary of the PANAMA NAVAL COASTAL FRONTIER southward to Latitude 57° South, between the meridian of 100° West Longitude and the territorial waters of the West Coast of South America.

(3) The South Greenland Patrol operating in the vicinity of GREENLAND and on the sea communications between GREENLAND and NORTH AMERICA.

(4) The Naval Coastal Frontier Forces of the NORTH ATLANTIC, SOUTHERN, CARIBBEAN, and PANAMA NAVAL COASTAL FRONTIERS.

2. The following instructions supersede those contained in letter this office, September 17, 1941, AG 381 (9-15-41)MC-E-M, subject: Navy Western Hemisphere Defense Plan No. 4.

a. Consistent with the execution of their normal mission and with the state of readiness of the forces and means under their command, the Chief of the Army Air Forces, the Chief of Staff, GHQ, and the Commanding Generals, Northeast, Southern and Caribbean Defense Commands, will cooperate with and support appropriate naval forces listed above in the execution of Navy Western Hemisphere Defense Plan No. 5. Plans for cooperation and support by units of the Army Air Forces in continental United States will envisage minimum interference with the current training activities of those units.

By order of the Secretary of War:

/s/ E S Adams
Major General,
The Adjutant General.

COPIES FURNISHED:

The Chief of Naval Operations;
The Divisions of the War Department
General Staff.

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CONVOY SHIPPING ROUTE
NEWFOUNDLAND AIR TASK FORCE
NEWFOUNDLAND SECTOR
NORTH EASTERN AIR SECTOR
NORTH ATLANTIC COASTAL FRONTIER
SOUTH EASTERN AIR SECTOR
SOUTHERN COASTAL FRONTIER
NORTH ATLANTIC OCEAN
OPERATIONAL CONTROL FOR CONVOYS
ATLANTIC FLEET
ADMIRAL KING
EASTERN AIR THEATER
C.G. – A.F.C.C.
NEWFOUNDLAND AIR TASK FORCE
COMDM. GEN'L
SUPPORT FORCE TF-4
ADMIRAL BRISTOL
NORTH EASTERN AIR SECTOR
C.G.–FIRST AIR FORCE
NORTH ATLANTIC COASTAL FRONTIER
COMMANDANT
SOUTH EASTERN AIR SECTOR
C.G.–THIRD AIR FORCE
SOUTHERN COASTAL FRONTIER
COMMANDANT
ISLAS CANARIAS
(CANARY ISLANDS)
(Spain)
MADEIRA
(Portugal)
AZORES
(AZORES) (Portugal)
BERMUDA
(Gt. Br.)
Tropic of Cancer
Tropic of Capricorn
Equator
North Atlantic Drift Current
Westerlies
Trade Winds
Doldrums
Hurricanes
Icebergs
Fog
Ice Fields
Ice Floes
Ice Limit
Ice Pack
Ice Packs
Ice Patrol
Ice Patrols
Ice Reports
Ice Warnings
Ice Watch
Ice Watches
Ice Watching
Ice Watchings
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TAB F

GENERAL DISCUSSION

MEMORANDUM FOR GENERAL MARSHALL:

Subject: Northeastern Air Theatre.

Tab F

1. I have given the most careful consideration to your memorandum of November 17 concerning the organization of air units for active operations, and their relationship to Department and Base Commanders and to GHQ, with particular reference to the North East.

2. This memorandum is of such vital concern to the future organization and employment of the Army Air Forces that I have had a study prepared, which I submit to you with the earnest request that you give it your close consideration.

3. The issuance of the instructions contained in this memorandum are, in effect, a statement of your policy, and it touches upon fundamentals which will have a far-reaching and lasting effect. I feel, therefore, that the matter must be treated most comprehensively.

4. The fundamentals of which I speak are:

The Principle of the Objective, as applied to air operations.
The Principle of Mass, as applied to air operations.
The Principle of Mobility as applied to Air Forces.
Unity of Command, as applied to air operations.

5. The Principle of the Objective. The great range of air striking forces makes available an infinite variety of tasks which may be undertaken and targets which may be attacked. The opportunity for dissipation of effort arising from this characteristic is unparalleled. To overcome that tendency toward dissipation of effort, it is essential that inconsequential tasks be carefully and ruthlessly winnowed out, and that the full effort of all the components of the striking force be concentrated upon tasks which contribute most toward the common purpose. The speed with which situations develop and change in air warfare makes it necessary to keep constantly evaluating the relative importance of

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possible tasks -- and perhaps to change the selected objective frequently. If such changes are made, they affect all the components of the air striking force. It is vital that all such components which are engaged in an area or a common undertaking be kept oriented, so as to make their maximum contribution to the selected common objective. It would be disastrous to permit adjacent air striking units to operate in discord. Such units must be integrated into a single command if their efforts are to be kept in harmony.

6. The Principle of Mass. The range of the air striking force also governs the application of the Principle of Mass. In air operations, the Principle of Mass is applied at the objective. Units whose bases are separated by great distances can collaborate intimately by simultaneous concentration at the target -- and this is true even if targets are changed frequently. Hence, even though units are separated widely at their bases, they really form parts of a team which operates in close liaison daily.

7. The Principle of Mobility. Air units whose bases are widely separated can nevertheless be quickly assembled. The speed with which assembly can be effected is one of the most valuable assets of the air force. If that speed is to be utilized, it is imperative that delays in the issuance of orders and instructions be eliminated.

8. Unity of Command. The consideration of these Principles points very clearly to the necessity for integration of the elements of the air force into a single combat unit, under a single directing head. The current selection of the objective, the apportionment of mass to targets, and the speed with which targets can be engaged or areas reinforced, all virtually demand unity of control of those elements of the air forces which are engaged in a common task, or can be quickly engaged

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in such a task. To achieve the ends required, the channels of air command must be clear, simple, and direct. Headquarters which are incapable of assisting air action should not be introduced into their chain of command. Furthermore there must be no confusion as to responsibility for air operations, or authority to control air units for prompt air action.

9. Application of these fundamental considerations to the problem of air operations in the North East prompted me to recommend for your consideration the establishment of a North Eastern Air Theater. Further study has convinced me that the air organization should be extended to include the normal zone of activity of the Third Air Force, since units of that force are readily available for combined employment in the North East, and, from the standpoint of air operations, the entire eastern and Atlantic areas should be integrated into a single Air Theater.

10. It appears that our primary air responsibilities in this Theater are for collaboration with the Navy in the protection of shipping. All the air units which are engaged in this task, or which can be quickly assembled for such employment, should be united under a common air commander, and in the interests of speed and efficiency in collaborating with the Navy, that air commander should deal directly with the Naval commander who is responsible for the protection of these sea lanes. Since all these units, both Army and Navy, are collaborating intimately on a common task, the interests of efficiency would again be served by achieving unity of command. The Navy bears the principal responsibility for this task, and unity of command should be obtained by giving the Admiral commanding the Atlantic Fleet operational control over the air commander of the Eastern Air Theater for convoy operations.

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11. The Eastern Air Theater could be organized by consolidating the air units in Newfoundland into the Newfoundland Air Task Force, and placing them directly under the Commanding General, Air Force Combat Command. It would not necessarily follow that the Newfoundland Base Command would be removed from the control of GHQ. In fact, it would probably be better to leave the Newfoundland Base Command under GHQ control. However, the air units in Newfoundland would be removed from the control of the Newfoundland Base Commander. In this case the commander of the Newfoundland Air Task Force would collaborate directly with the local Naval commander.

12. Turning now to the details of your memorandum, it appears that these important fundamentals are seriously compromised. Instead of integration under a common Air Theater commander, the air units are compartmented, and there may be confusion as to responsibility. The memorandum states that "minor" reinforcements for Newfoundland, which are "urgently required", can be secured by request of the Newfoundland Base Commander to the First Air Force Commander -- while providing that such reinforcements will be furnished only if such action "does not conflict with other tactical requirements".

13. Since the 1st Air Force Commander has been charged with definite tactical obligations in fulfillment of the Navy Defense Plan No. 5, it is apparent that he must evaluate the importance of his own obligations and those of another commander in making his decision. Under these circumstances it is apparent that there is division of both authority and responsibility at a time when the demand for unity is paramount.

14. In accordance with instructions issued by the War Department, (Tab D), I issued orders to the Commanding General Air Force Combat Command, directing that steps be taken to carry out the responsibilities

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of the Army Air Forces in Navy Western Hemisphere Defense Plan No. 5 (Tab C).

15. In substance those orders provide that the Commanding Generals of the First and Third Air Forces collaborate directly with the North Atlantic and Southern Naval Coastal Frontier Defense Commanders. This was provided in the interests of speed and simplicity. The Commanding General, Air Force Combat Command, controls the operations of the First and Second Air Forces. Thus the concentration of mass upon any selected objectives from existing bases, or the concentration and reinforcement of air units anywhere within the Northern and Southern Coastal Frontiers is provided for, and within this area the air forces have unity of command. Clearly, an Eastern Air Theater exists in fact -- incorporating the entire Atlantic and Gulf Coast seaboard. The Commanding General, Air Force Combat Command, is in effect the Theater Commander. All that is necessary to coordinate the activities of the Army Air Forces along the Atlantic Seaboard (for particular fulfillment of Navy Western Hemisphere Defense Plan No. 5) is to place the air units in Newfoundland under the Headquarters, Air Force Combat Command.

16. The Commanding General, Air Force Combat Command, would then be able to reinforce without delay the Newfoundland air units upon call. Since GHQ does not have direct access to air units, it cannot effect air reinforcements without undesirable delays.

17. In consideration of the foregoing, I propose the following organization, which, I believe, will provide the required unity of command for air operations in fulfillment of the Army's responsibilities in Navy Western Hemisphere Defense Plan No. 5:

a. The Commanding General, Air Force Combat Command,

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to be designated as Eastern Air Theater Commander, and to coordinate directly with the Commander in Chief, Atlantic Fleet, for air operations in the discharge of the Army's responsibility as outlined in that plan.

b. Each of the following commanders, operating under the Commanding General, Air Force Combat Command, as sector commanders of the Eastern Air Theater, to coordinate their operations directly with comparable naval commanders as follows:

Newfoundland Air Task Force Commander	Commandant, Support Force TF-4
Northeastern Air Sector (1st Air Force) Commander	Commandant, North Atlantic Coastal Frontier
Southeastern Air Sector (3rd Air Force) Commander	Commandant, Southern Coastal Frontier

18. Attention is invited to Tab E, Map of North Atlantic Area, on which is outlined the organization of the Eastern Air Theater and the relationship of the Army Air Forces with the Navy. The radius of action of aircraft from Greenland, Iceland, and North Ireland are also shown by dashed circles. Examination of the entire situation concerning Army Air Forces in support of the Navy in protection of sea lanes of communication and convoys in the Atlantic, leads to the conclusion that they should be organized initially into an Eastern Air Theater. The next step that must be considered, as bases in Greenland, Iceland, and Ireland become available, is the creation of a North Atlantic Air Theater closely coordinated with the Eastern Air Theater. The Air Staff is studying this matter with a view to preparation of appropriate recommendations.

19. The memorandum states that the situation on the West Coast is complicated for the reason that GHQ has not been given any operating responsibility in that region. This may be true in so far as GHQ is concerned, but there appears to be no complication so far as the Army

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Air Forces are concerned. The Army Air Forces exercise control over air units in the West Coast through an established chain of command: the Air Force Combat Command.

20. In summary, the memorandum seems to propose organization and procedure which I believe to be faulty in the following respects:

a. It fails to provide unity of command over air units engaged in a common task.

b. It establishes a chain of command which I believe will be unsatisfactory if rapid and effective action is to be achieved.

c. It compromises the facility with which the Army Air Forces may be concentrated and employed against selected objectives in mass.

21. In view of the seriousness of these factors, I earnestly request reconsideration of your memorandum of November 17.

22. I am appending, as Tab B, a draft of a directive which I submit for your consideration.

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WAR DEPARTMENT
Headquarters Army Air Forces
Office of the Air Adjutant General
Washington, D.C.

Date DEC 13 1941

TO:

___Chief of the Army Air Forces.
___C.G., Air Force Combat Command.
___Chief of the Air Corps.
___Chief of the Air Staff.
✓ Secretary of the Air Staff.
___A-1 Division.
___A-2 Division.
___A-3 Division.
___A-4 Division.
___Air War Plans Division.
___Budget Section.
___Statistics Section.
___Air Inspector
___A.F. Files

Brought in by Col. Bissell, WPD

WM. E. DICK,
Lt. Col., A.G.O.
Air Adjutant General.

A.A.F-10-A.

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WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

DEC 13 1941

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WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
WAR PLANS DIVISION
WASHINGTON

CONFIDENTIAL
WPDGS

WPD 4351-9 December 4, 1941.

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: Northeastern Air Theater.

I. Discussion.

1. OCS 21174-70, December 1, 1941, requests WPD comments and recommendation, coordinated with GHQ, on subject study. GHQ concurs in the comments and recommendation below:

a. WPD weighed carefully all considerations advanced by Army Air Forces in subject memorandum before furnishing its comments on your directive November 19, 1941 (Tab A, subject study).

b. Your directive meets fully the present situation. It provides a simple and effective method of meeting any threat likely to be presented in the near future.

c. It is consistent with your appointment of an air officer to command the Newfoundland Base Command.

II. Recommendation.

That your directive of November 19, 1941 be implemented without delay.

L. T. Gerow

L. T. GEROW,
Brigadier General,
Acting Assistant Chief of Staff.

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W.P.D.G.S.

WPD 4351-9 December 4, 1941.

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Subject: Northeastern Air Theater.

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1. OCS 21174-70, December 1, 1941, requests WPD comments and recommendation, coordinated with GHQ, on subject study. GHQ concurs in the comments and recommendation below:

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b. Your directive meets fully the present situation. It provides a simple and effective method of meeting any threat likely to be presented in the near future.

c. It is consistent with your appointment of an air officer to command the Newfoundland Base Command.

II. Recommendation.

That your directive of November 19, 1941 be implemented without delay.

L. T. GEROW,
Brigadier General,
Acting Assistant Chief of Staff.

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COPY FOR THE CHIEF OF STAFF OCS/21174-70

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OCS 21174-70

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

CONFIDENTIAL

December 1, 1941.

MEMORANDUM FOR THE A. C. OF S., WPD:

The Chief of Staff desires your comments and recommendations on the attached proposal submitted by the Air Staff in connection with the organization of the Northeastern Air Theater.

Please coordinate with GHQ.

DEC 1 '41 PM
4391-9
IN
WPD. WDGS

W. B. Smith
W.B.SMITH,
Colonel, General Staff,
Secretary, General Staff.

Incl.
MCS,Subj.: NE
Air Theater

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ORGANIZATION OF AIR TASK FORCE -- MAGNET /47/

195.11-102
6 Jan. 1943

TO BE RETURNED TO

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DoD 5200.9, 22 Sep 58

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JAN 6 1942

MEMORANDUM FOR THE COMMANDING GENERAL, AIR FORCE COMBAT COMMAND:
CHIEF OF THE AIR CORPS:
ASSISTANT CHIEF OF THE AIR STAFF, A-1:
ASSISTANT CHIEF OF THE AIR STAFF, A-2:
ASSISTANT CHIEF OF THE AIR STAFF, A-3:
ASSISTANT CHIEF OF THE AIR STAFF, A-4:
ASSISTANT CHIEF OF THE AIR STAFF, A-WPD:
BRIGADIER GENERAL JUNIUS W. JONES:

SUBJECT: Organization of Air Task Force - Magnet.

1. Plans are being prepared for the movement of one Army Corps of three Infantry Divisions and one Armored Division to Magnet. Air units will be included for the support of this force. For the purpose of preparing these air units for movement to, and operation in Magnet, Air Task Force, Magnet has been created and is assigned to the Air Force Combat Command.

2. Brigadier General Junius W. Jones is designated to command Air Task Force, Magnet.

3. Plans will be prepared immediately to send the following units to Magnet as an Air Task Force for the air support of the ground forces listed in paragraph 1, above:

1 Hq. & Hq. Sq. Air Task Force
1 Hq. & Hq. Sq. Air Support Command
1 Hq. & Hq. Sq. Interceptor Command
2 Pursuit Groups
2 Interceptor Control Squadrons
1 Light Bombardment Group
1 Medium Bombardment Group
1 Medium Reconnaissance Squadron
1 Observation Group of four squadrons
Necessary Auxiliary Troops and Services

4. All Divisions of the Air Staff, in consultation with the interested Divisions and Sections of the Office Chief of Air Corps and the Air Force Combat Command, will prepare lists of units, personnel, and equipment needed for Air Task Force, Magnet and

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submit such lists to the Chief of the Air Staff without delay. Tab "A" will be used as a general guide. The following will govern:

a. Priorites in personnel and equipment will be as directed by the Chief of the Army Air Forces.

b. Units and personnel, when assigned to this Air Task Force, will not be available for other assignment without prior approval of the Chief of the Army Air Forces.

c. The pursuit units in this force must be equipped with such communications facilities as will enable them to communicate with the existing control set-up of British 82 Group in Magnet.

d. The initial supplies will be sufficient for sixty (60) days operations.

e. Sixty (60) day supply reserve level will be maintained.

5. Control of Air Task Force Magnet will remain under the Commanding General, Air Force Combat Command, until the date of its embarkation or the completion of its preparatory training, or until the United States Army Forces involved are assembled for combined training, at which time command will pass to the Commanding General, Army Forces, Magnet.

6. The Assistant Chief of the Air Staff, A-3 will make the necessary arrangements for immediate concentration of Air Task Force, Magnet in a Training Area.

7. The Chief of the Army Air Forces will be responsible for the movement of air units to the Ports of Embarkation and special technical supervision of embarkation in accordance with the priorities of movement as set up by GHQ.

Sgd. Carl Spaatz

CARL SPAATZ
Brig. General, Air Corps,
Chief of The Air Staff.

1 Incl. - Tab A.

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TAB A

TAB A

Units Required for Air Task Force:

Air Corps:	Officers	Enlisted Men	Op. Airplanes	50% Reserve
1 Air Task Force Hq. (based on T/O 1-800-1)	55	284	10	5
1 Int. Command, Hq. & Hq. Sq.	31	161	3	1
1 Air Support Command, Hq & Hq Sq	35	181	5	2
1 Air Force Base Command, Hq. & Hq. Sq.	44	257	5	2
1 Bomb Gp. (M) Hq. & Hq. Sq.	23	257	5	2
3 Bomb Sqs. (M)	153	738	39	20
1 Recon. Sq. (M)	60	268	13	7
1 Bomb Gp. (L) Hq. & Hq. Sq.	18	245	5	2
4 Bomb Sq. (L)	100	844	52	26
1 Obs. Gp. Hq. & Hq. Sq.	20	228	5	2
3 Obs. Sqs.	105	633	39	20
1 Obs. Sq. Armd F.	45	260	17	9
2 Pur. Gp. Hq. & Hq. Sqs.	88	468	10	5
2 Interceptor Control Sqs.	12	574		
6 Pursuit Sqs. (I)	246	1260	150	75
3 Air Base Groups, Hq. & Hq. Sq.	60	687		
5 Materiel Sqs.	55	1535	15	7
(1 Air Depot Group, Hq. & Hq. Sq.)	14	145	8	4
(3 Depot Sup. Sqs.)	27	363		
(3 Depot Rep. Sqs.)	27	456		
~~Mech. & Res. Airp. Det.~~	~~8~~	~~300~~	—	—
Total Air Corps	1208	10,144	381	189

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Reinforcements: Arms and Services:

	Officers	Nurses	Enlisted Men
Eng. Corps			
(2 Av. Bns. (Sep))	48		1374
Total Eng. Corps	48		1374
Q. M.			
4 Truck Co.	12		440
2 Lt. Maint. Co.	8		370
Det. L. M. Co. Sep. Avn.	13		266
Det. Q. M. C.	36		600
Total Q. M. C.	69		1676
Signal Corps:			
1 Av. Sig. Co. Sig Av Co A T H	6		136
3 Air Wing. Sig. Co.	9		237
1 Aircraft Warning Rgt.	64		1246
5 Plats. AB	5		180
3 Air Corps Depot Sig. Sec.	12		177
1 Sig. Construction Bn. (Sep)	20		544
1 Sig. Reporting Co., AWS	8		148
~~Det. Sig. Serv. Co.~~	12		240
Total Signal Corps	136		2908
Ord. Dept.			
5 Ord. Co. AB	20		30
3 Ord. Co. Bomb	18		543
2 Ord. Co. Purs.	10		166
Det. Ord. Serv. Co.	—		72
Total Ord. Dept.	48		1081
C. W. S.			
5 ~~12~~ Decon. Co. Det.			240
5 Sup. Dec. C.W.S. AB	5		25
2 D. P. Sect. (H & M Bomb)			14
4 D. P. Sq. Sect. (Lt. Bomb)	—		96
Total C. W. S.	5		369

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	Officers	Nurses	Enlisted Men
Finance Dept.			
5 Sect. AB	5		50
Total Finance Dept.	5		50
Chaplain Corps:			
6 Sec. Groups AB	12		--
Total Chaplain Corps	12		0
Medical Dept.			
6 Det. Sta. Hosp.	102	175	756
Attached			
Task Forces Hq. & Hq. Sq.	1		8
Int. Command Hq. & Hq. Sq.	1		8
Air Sup. Command Hq & Hq Sq	1		8
Service Command Hq & Hq Sq	1		8
Bomb Gps.	12		96
Purs. Gps.	12		96
Air Base Gps.	15		144
Dep. Gps.	6		43
Eng. Bns.	6		22
Sig. Regts.	15		93
Total Medical Dept.	172	175	1282

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Recapitulation:

	Officers	Nurses	Enlisted Men	Airplanes
Air Corps	1208		10,144	570
Engr. Corps	48		1,374	
Q. M.	69		1,676	
Sig. Corps	136		2,908	
Ord. Dept.	48		1,081	
C. W. S.	5		369	
Finance Dept.	5		50	
Chaplain Corps	12			
Medical Dept.	172	175	1,282	
	1703	175	18,884	570

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WAR DEPARTMENT
Headquarters Army Air Forces
Office Chief of the Air Staff
Washington, D.C.

Date _____

TO:

Genl. Jones and Lt. Ellis are with the Magnet Force.

A-W.P. DIVISION

X-225-E, A.C.

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Receipt No. January 6, 1942

RECEIPT FOR SECRET OR CONFIDENTIAL DOCUMENT

SUBJECT:

Receipt is acknowledged of Memo (Copy #1) for the see below, subject Organization of Air Task Force - Magnet, dated January 6, 1942.

COMMANDING GENERAL, AIR FORCE COMBAT COMMAND:
CHIEF OF THE AIR CORPS:
ASSISTANT CHIEF OF THE AIR STAFF, A-1:
ASSISTANT CHIEF OF THE AIR STAFF, A-2:
ASSISTANT CHIEF OF THE AIR STAFF, A-3:
ASSISTANT CHIEF OF THE AIR STAFF, A-4:
ASSISTANT CHIEF OF THE AIR STAFF, A-WPD:
BRIGADIER GENERAL JUNIUS W. JONES:

J W Jones — General
Officer — Rank
W W Ellis — 1st Lt
BY W.W. ELLIS (AIDE TO GEN JONES)

Office

NOTE: To be accomplished and returned to the Secretary, Air War Plans Division.

FOR BRIGADIER GENERAL JUNIUS W. JONES:

AAF-70

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JAN 6 1942

MEMORANDUM FOR THE COMMANDING GENERAL, AIR FORCE COMBAT COMMAND:
CHIEF OF THE AIR CORPS:
ASSISTANT CHIEF OF THE AIR STAFF, A-1:
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ASSISTANT CHIEF OF THE AIR STAFF, A-4:
ASSISTANT CHIEF OF THE AIR STAFF, A-WPD:
BRIGADIER GENERAL JUNIUS W. JONES:

SUBJECT: Organization of Air Task Force - Magnet.

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2. Brigadier General Junius W. Jones is designated to command Air Task Force, Magnet.

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1 Observation Group of four squadrons
Necessary Auxiliary Troops and Services

4. All Divisions of the Air Staff, in consultation with the interested Divisions and Sections of the Office Chief of Air Corps and the Air Force Combat Command, will prepare lists of units, personnel, and equipment needed for Air Task Force, Magnet and

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c. The pursuit units in this force must be equipped with such communications facilities as will enable them to communicate with the existing control set-up of British 82 Group in Magnet.

d. The initial supplies will be sufficient for sixty (60) days operations.

e. Sixty (60) day supply reserve level will be maintained.

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Sgd. Carl Spaatz

CARL SPAATZ
Brig. General, Air Corps,
Chief of The Air Staff.

1 Incl. - Tab A.

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Tab A

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Total Air Corps	1208	10,144	381	189

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Reinforcements: Arms and Services:

	Officers	Nurses	Enlisted Men
Eng. Corps			
2 Av. Bns. (Sep)	48		1374
Total Eng. Corps	48		1374
Q. M.			
4 Truck Co.	12		440
2 Lt. Maint. Co.	8		370
Det. L. M. Co. Sep. Avn.	13		266
Det. Q. M. C.	36		600
Total Q. M. C.	69		1676
Signal Corps:			
1 Av. Sig. Co.	6		136
3 Air Wing. Sig. Co.	9		237
1 Aircraft Warning Rgt.	64		1246
5 Plats. AB	5		180
3 Air Corps Depot Sig. Sec.	12		177
1 Sig. Construction Bn. (Sep)	20		544
1 Sig. Reporting Co., AWS	8		148
Det. Sig. Serv. Co.	12		240
Total Signal Corps	136		2908
Ord. Dept.			
5 Ord. Co. AB	20		30
3 Ord. Co. Bomb	18		543
2 Ord. Co. Purs.	10		166
Det. Ord. Serv. Co.	—		72
Total Ord. Dept.	48		1081
C. W. S.			
12 Decon. Co. Det.			240
5 Sup. Dec. C.W.S. AB	5		25
2 D. P. Sect. (H & M Bomb)			14
4 D. P. Sq. Sect. (Lt. Bomb)	—		96
Total C. W. S.	5		369

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	Officers	Nurses	Enlisted Men
Finance Dept.			
5 Sect. AB	5		50
Total Finance Dept.	5		50
Chaplain Corps:			
6 Sec. Groups AB	12		--
Total Chaplain Corps	12		0
Medical Dept.			
6 Det. Sta. Hosp.	102	175	756
Attached			
Task Forces Hq. & Hq. Sq.	1		8
Int. Command Hq. & Hq. Sq.	1		8
Air Sup. Command Hq & Hq Sq	1		8
Service Command Hq & Hq Sq	1		8
Bomb Gps.	12		96
Purs. Gps.	12		96
Air Base Gps.	15		144
Dep. Gps.	6		43
Eng. Bns.	6		22
Sig. Regts.	12		93
Total Medical Dept.	172	175	1282

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Recapitulation:

	Officers	Nurses	Enlisted Men	Airplanes
Air Corps	1208		10,144	570
Engr. Corps	48		1,374	
Q. M.	69		1,676	
Sig. Corps	136		2,908	
Ord. Dept.	48		1,081	
C. W. S.	5		369	
Finance Dept.	5		50	
Chaplain Corps	12			
Medical Dept.	172	175	1,282	
	1703	175	18,884	570

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JAN 6 1942

MEMORANDUM FOR THE COMMANDING GENERAL, AIR FORCE COMBAT COMMAND:
CHIEF OF THE AIR CORPS:
ASSISTANT CHIEF OF THE AIR STAFF, A-1:
ASSISTANT CHIEF OF THE AIR STAFF, A-2:
ASSISTANT CHIEF OF THE AIR STAFF, A-3:
ASSISTANT CHIEF OF THE AIR STAFF, A-4:
ASSISTANT CHIEF OF THE AIR STAFF, A-WPD:
BRIGADIER GENERAL JUNIUS W. JONES:

SUBJECT: Organization of Air Task Force - Magnet.

1. Plans are being prepared for the movement of one Army Corps of three Infantry Divisions and one Armored Division to Magnet. Air units will be included for the support of this force. For the purpose of preparing these air units for movement to, and operation in Magnet, Air Task Force, Magnet has been created and is assigned to the Air Force Combat Command.

2. Brigadier General Junius W. Jones is designated to command Air Task Force, Magnet.

3. Plans will be prepared immediately to send the following units to Magnet as an Air Task Force for the air support of the ground forces listed in paragraph 1, above:

1 Hq. & Hq. Sq. Air Task Force
1 Hq. & Hq. Sq. Air Support Command
1 Hq. & Hq. Sq. Intercepter Command
2 Pursuit Groups
2 Intercepter Control Squadrons
1 Light Bombardment Group
1 Medium Bombardment Group
1 Medium Reconnaissance Squadron
1 Observation Group of four squadrons
Necessary Auxiliary Troops and Services

4. All Divisions of the Air Staff, in consultation with the interested Divisions and Sections of the Office Chief of Air Corps and the Air Force Combat Command, will prepare lists of units, personnel, and equipment needed for Air Task Force, Magnet and

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submit such lists to the Chief of the Air Staff without delay. Tab "A" will be used as a general guide. The following will govern:

a. Priorites in personnel and equipment will be as directed by the Chief of the Army Air Forces.

b. Units and personnel, when assigned to this Air Task Force, will not be available for other assignment without prior approval of the Chief of the Army Air Forces.

c. The pursuit units in this force must be equipped with such communications facilities as will enable them to communicate with the existing control set-up of British 82 Group in Magnet.

d. The initial supplies will be sufficient for sixty (60) days operations.

e. Sixty (60) day supply reserve level will be maintained.

5. Control of Air Task Force Magnet will remain under the Commanding General, Air Force Combat Command, until the date of its embarkation or the completion of its preparatory training, or until the United States Army Forces involved are assembled for combined training, at which time command will pass to the Commanding General, Army Forces, Magnet.

6. The Assistant Chief of the Air Staff, A-3 will make the necessary arrangements for immediate concentration of Air Task Force, Magnet in a Training Area.

7. The Chief of the Army Air Forces will be responsible for the movement of air units to the Ports of Embarkation and special technical supervision of embarkation in accordance with the priorities of movement as set up by GHQ.

Sgd. Carl Spaatz

CARL SPAATZ
Brig. General, Air Corps,
Chief of The Air Staff.

1 Incl. - Tab A.

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TAB A

Units Required for Air Task Force:

Air Corps:	Officers	Enlisted Men	Op. Airplanes	50% Reserve
1 Air Task Force Hq. (based on T/O 1-800-1)	55	284	10	5
1 Int. Command, Hq. & Hq. Sq.	31	161	3	1
1 Air Support Command, Hq & Hq Sq	35	181	5	2
1 Air Force Base Command, Hq. & Hq. Sq.	44	257	5	2
1 Bomb Gp. (M) Hq. & Hq. Sq.	23	257	5	2
3 Bomb Sqs. (M)	153	738	39	20
1 Recon. Sq. (M)	60	268	13	7
1 Bomb Gp. (L) Hq. & Hq. Sq.	18	245	5	2
4 Bomb Sq. (L)	100	844	52	26
1 Obs. Gp. Hq. & Hq. Sq.	20	228	5	2
3 Obs. Sqs.	105	633	39	20
1 Obs. Sq. Armd F.	45	260	17	9
2 Pur. Gp. Hq. & Hq. Sqs.	88	468	10	5
2 Interceptor Control Sqs.	12	574		
6 Pursuit Sqs. (I)	246	1260	150	75
3 Air Base Groups, Hq. & Hq. Sq.	60	687		
5 Material Sqs.	55	1535	15	7
1 Air Depot Group, Hq. & Hq. Sq.	14	145	8	4
3 Depot Sup. Sqs.	27	363		
3 Depot Rep. Sqs.	27	456		
~~Mech. & Res. Airp. Det.~~	~~8~~	~~300~~	—	—
Total Air Corps	1208	10,144	381	189

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Reinforcements: Arms and Services:

	Officers	Nurses	Enlisted Men
Eng. Corps			
2 Av. Bns. (Sep)	48		1374 includes 4th Med
Total Eng. Corps	48		1374
Q. M.			
4 Truck Co.	12		440
2 Lt. Maint. Co.	8		370
Det. L. M. Co. Sep. Avn.	13		266
Det. Q. M. C.	36		600
Total Q. M. C.	69		1676
Signal Corps:			
1 Av. Sig. Co.	6		136
3 Air Wing. Sig. Co.	9		237
1 Aircraft Warning Rgt.	64		1246
5 Plats. AB	5		180
3 Air Corps Depot Sig. Sec.	12		177
1 Sig. Construction Bn. (Sep)	20		544
1 Sig. Reporting Co., AWS	8		148
Det. Sig. Serv. Co.	12		240
Total Signal Corps	136		2908
Ord. Dept.			
5 Ord. Co. AB	20		30
3 Ord. Co. Boub	18		543
2 Ord. Co. Purs.	10		166
Det. Ord. Serv. Co.	—		72
Total Ord. Dept.	48		1081
C. W. S.			
12 Decon. Co. Det.			240
5 Sup. Dec. C.W.S. AB	5		25
2 D. P. Sect. (H & M Bomb)			14
4 D. P. Sq. Sect. (Lt. Bomb)	—		96
Total C. W. S.	5		369

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	Officers	Nurses	Enlisted Men
Finance Dept.			
5 Sect. AB	5		50
Total Finance Dept.	5		50
Chaplain Corps:			
6 Sec. Groups AB	12		--
Total Chaplain Corps	12		0
Medical Dept.			
6 Det. Sta. Hosp.	102	175	796
Attached			
Task Forces Hq. & Hq. Sq.	1		8
Int. Command Hq. & Hq. Sq.	1		8
Air Sup. Command Hq & Hq Sq	1		8
Service Command Hq & Hq Sq	1		8
Bomb Gps.	12		96
Purs. Gps.	12		96
Air Base Gps.	15		144
Dep. Gps.	6		43
Eng. Bns.	(6)		(22) Inc in Eng Bn
Sig. Regts.	15		92
Total Medical Dept.	172	175	1282

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Recapitulation:

	Officers	Nurses	Enlisted Men	Airplanes
Air Corps	1208		10,144	570
Engr. Corps	48		1,374	
Q. M.	69		1,676	
Sig. Corps	136		2,908	
Ord. Dept.	48		1,081	
C. W. S.	5		369	
Finance Dept.	5		50	
Chaplain Corps	12			
Medical Dept.	172	175	1,282	___
	1703	175	18,884	570

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Receipt No. _____

January 6, 1942

RECEIPT FOR SECRET OR CONFIDENTIAL DOCUMENT

SUBJECT:

Receipt is acknowledged of Memo (Copy #5) for the see below, subject Organization of Air Task Force - Magnet. dated January 6, 1942.

COMMANDING GENERAL, AIR FORCE COMBAT COMMAND:
CHIEF OF THE AIR CORPS.
ASSISTANT CHIEF OF THE AIR STAFF, A-1.
ASSISTANT CHIEF OF THE AIR STAFF, A-2.
ASSISTANT CHIEF OF THE AIR STAFF, A-3.
ASSISTANT CHIEF OF THE AIR STAFF, A-4.
ASSISTANT CHIEF OF THE AIR STAFF, A-WPD
BRIGADIER GENERAL JUNIUS W. JONES.

_____
Officer. Rank.

_____
Office

NOTE: To be accomplished and returned to the Secretary, Air War Plans Division.

FOR THE ASSISTANT CHIEF OF THE AIR STAFF, A-2.

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SECRET

JAN 6 1942

SUBJECT: Organization of Air Task Force - Hornet.

1. Plans are being prepared for the movement of one Army Corps of three Infantry Divisions and one Armored Division to Hornet. Air units will be included for the support of this force. For the purpose of preparing these air units for movement to, and operation in Hornet, Air Task Force, Hornet has been created and is assigned to the Air Force Combat Command.

2. Brigadier General Junius W. Jones is designated to command Air Task Force, Hornet.

3. Plans will be prepared immediately to send the following units to Hornet as an Air Task Force for the air support of the ground forces listed in para 1, above:

1 Hq. & Hq. Sq. Air Task Force
1 Hq. & Hq. Sq. Air Support Command
1 Hq. & Hq. Sq. Interceptor Command
2 Pursuit Groups
2 Interceptor Control Squadrons
1 Light Bombardment Group
1 Medium Bombardment Group
1 Photo Reconnaissance Squadron
1 Observation Group of four squadrons
Necessary Auxiliary Troops and Services

4. All Divisions of the Air Staff, in consultation with the interested Divisions and Sections of the Office Chief of Air Corps and the Air Force Combat Command, will prepare lists of units, personnel, and equipment needed for Air Task Force, Hornet and

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Sgd. Carl Spaatz

Brig. General, Air Corps,
Chief of The Air Staff.

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TABLE

Units Involved for Air/Sea Rescue

1 Air Force Hq. (Rear)							
1 Hq. Group, Hq. Sqn. Co.							
1 Air Defense Command, Hq. Sqn.							
1 Air Force Base Group, Hq. Sqn. Co.							
1 Tech Gp. (2 Sq. & Hq. Sq.)							
1 Tech Sqn. (1)							
1 Recon. Sqn. (1)							
1 Tech Gp. (1) Hq. & Hq. Sq.							
1 Tech Sqn. (1)							
1 Obs. Gp. Hq. & Hq. Sq.							
1 Obs. Sqn.							
1 Obs. Sq. Aerial P.							
1 Fur. Gp. Hq. & Hq. Sq.							
1 Interceptor Control Sqn.							
1 Pursuit Sqt. (1)							
1 Air Base Group, Hq. & Hq. Sq.							
1 Materiel Sqn.							
1 Air Depot Group, Hq. & Hq. Sq.							
2 Depot Sup. Sqs.							
3 Depot Rep. Sqs.							
Post & Res. Air. Det.							
Total Air Corps							

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Recapitulation:

Air Corps	1218		1,444	570
Tr. Q. Corps	12		1,974	
" "	16		1,976	
Sig. Corps	12		2,078	
Ord. Dept.	18		1,182	
C. W. S.	1		216	
Finance Dept.	5		97	
Surgeon Gen's	12			
Medical Dept.	72	105	1,182	
	1372	175	10,749	570

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SECRET

MAR 6 1942

MEMORANDUM FOR THE COMMANDING GENERAL, AIR FORCE COMBAT COMMAND:
CHIEF OF THE AIR CORPS:
ASSISTANT CHIEF OF THE AIR STAFF, A-1:
ASSISTANT CHIEF OF THE AIR STAFF, A-2:
ASSISTANT CHIEF OF THE AIR STAFF, A-3:
ASSISTANT CHIEF OF THE AIR STAFF, A-4:
ASSISTANT CHIEF OF THE AIR STAFF, A-WPD:
BRIGADIER GENERAL JUNIUS W. JONES:

SUBJECT: Organization of Air Task Force - Magnet.

1. Plans are being prepared for the movement of one Army Corps of three Infantry Divisions and one Armored Division to Magnet. Air units will be included for the support of this force. For the purpose of preparing these air units for movement to, and operation in Magnet, Air Task Force, Magnet has been created and is assigned to the Air Force Combat Command.

2. Brigadier General Junius W. Jones is designated to command Air Task Force, Magnet.

3. Plans will be prepared immediately to send the following units to Magnet as an Air Task Force for the air support of the ground forces listed in paragraph 1, above:

1 Hq. & Hq. Sq. Air Task Force
1 Hq. & Hq. Sq. Air Support Command
1 Hq. & Hq. Sq. Interceptor Command
2 Pursuit Groups
2 Interceptor Control Squadrons
1 Light Bombardment Group
1 Medium Bombardment Group
1 Medium Reconnaissance Squadron
1 Observation Group of four squadrons
Necessary Auxiliary Troops and Services

4. All Divisions of the Air Staff, in consultation with the interested Divisions and Sections of the Office Chief of Air Corps and the Air Force Combat Command, will prepare lists of units, personnel, and equipment needed for Air Task Force, Magnet and

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submit such lists to the Chief of the Air Staff without delay. Tab "A" will be used as a general guide. The following will govern:

a. Priorities in personnel and equipment will be as directed by the Chief of the Army Air Forces.

b. Units and personnel, when assigned to this Air Task Force, will not be available for other assignment without prior approval of the Chief of the Army Air Forces.

c. The pursuit units in this force must be equipped with such communications facilities as will enable them to communicate with the existing control set-up of British 82 Group in Magnet.

d. The initial supplies will be sufficient for sixty (60) days operations.

e. Sixty (60) day supply reserve level will be maintained.

5. Control of Air Task Force Magnet will remain under the Commanding General, Air Force Combat Command, until the date of its embarkation or the completion of its preparatory training, or until the United States Army Forces involved are assembled for combined training, at which time command will pass to the Commanding General, Army Forces, Magnet.

6. The Assistant Chief of the Air Staff, A-3 will make the necessary arrangements for immediate concentration of Air Task Force, Magnet in a Training Area.

7. The Chief of the Army Air Forces will be responsible for the movement of air units to the Ports of Embarkation and special technical supervision of embarkation in accordance with the priorities of movementas set up by GHQ.

Sgd. Carl Spaatz

CARL SPAATZ
Brig. General, Air Corps,
Chief of The Air Staff.

1 Incl. - Tab A.

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TAB A

Units Required For Air Task Force:

Air Corps:	Officers	Enlisted Men	Cp. Airplanes	50% Reserve
1 Air Task Force Hq. (based on T/O 1-800-1)	55	284	10	5
1 Int. Command, Hq. & Hq. Sq.	31	161	3	1
1 Air Support Command, Hq & Hq Sq	35	181	5	2
1 Air Force Base Command, Hq. & Hq. Sq.	44	257	5	2
1 Bomb Gp. (M) Hq. & Hq. Sq.	23	257	5	2
3 Bomb Sqs. (M)	153	738	39	20
1 Recon. Sq. (M)	60	268	13	7
1 Bomb Gp. (L) Hq. & Hq. Sq.	18	245	5	2
4 Bomb Sq. (L)	100	844	52	26
1 Obs. Gp. Hq. & Hq. Sq.	20	228	5	2
3 Obs. Sqs.	105	633	39	20
1 Obs. Sq. Armd F.	45	260	17	9
2 Pur. Gpl Hq. & Hq. Sqs.	88	468	10	5
2 Interceptor Control Sqs.	12	574		
6 Pursuit Sqs. (I)	246	1260	150	75
1 Air Base Groups, Hq. & Hq. Sq.	60	687		
5 Materiel Sqs.	55	1535	15	7
1 Air Depot Group, Hq. & Hq. Sq.	14	145	8	4
3 Depot Sup. Sqs.	27	363		
3 Depot Rep. Sqs.	27	456		
~~Mech. & Res. Airp. Det.~~	~~8~~	~~300~~	—	—
Total Air Corps	~~1208~~	~~10,144~~	381	189

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Reinforcements: Arms and Services:

	Officers	Nurses	Enlisted Men
Eng. Corps			
2 Av. Bns. (Sep)	48		1374
Total Eng. Corps	48		1374
Q. M.			
4 Truck Co.	12		440
2 Lt. Maint. Co.	8		370
Det. L. M. Co. Sep. Avn.	13		266
Det. Q. M. C.	36		600
Total Q. M. C.	69		1676
Signal Corps:			
1 Av. Sig. Co.	6		136
3 Air Wing. Sig. Co.	9		237
1 Aircraft Warning Rgt.	64		1246
6 Plats. AB	~~5~~ 6		~~180~~ 216
3 Air Corps Depot Sig. Sec.	12		177
1 Sig. Construction Bn. (Sep)	20		544
1 Sig. Reporting Co., AWS	8		148
Det. Sig. Serv. Co.	12		240
Total Signal Corps	~~136~~		~~2908~~
Ord. Dept.			
5 Ord. Co. AB	20		30
3 Ord. Co. Bomb	18		543
2 Ord. Co. Purs.	10		166
Det. Ord. Serv. Co.	—		72
Total Ord. Dept.	48		1081
C. W. S.			
12 Decon. Co. Det.			~~240~~
5 Sup. Dec. C. W. S. AB	5		25
2 D. P. Sect. (H & M Bomb)			14
4 D. P. Sq. Sect. (Lt. Bomb)	—		96
Total C. W. S.	5		369

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	Officers	Nurses	Enlisted Men
Finance Dept.			
5 Sect. AB	5		50
Total Finance Dept.	5		50
Chaplain Corps:			
6 Sec. Groups AB	12		--
Total Chaplain Corps	12		0
Medical Dept.			
6 Det. Sta. Hosp.	102	175	756
Attached			
Task Forces Hq. & Hq. Sq.	1		8
Int. Command Hq. & Hq. Sq.	1		8
Air Sup. Command Hq. & Hq. Sq.	1		8
Service Command Hq. & Hq. Sq.	1		8
Bomb Gps.	12		96
Purs. Gps.	12		96
Air Base Gps.	15		144
Repp. Gps.	6		43
Eng. Bns.	6		22
Sig. Regts.	15		93
Total Medical Dept.	172	175	1282

2 - Weather Det.

2 - Communications.

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Recapitulation:

	Officers	Nurses	Enlisted Men	Airplanes
Air Corps	1208		10,144	570
Engr. Corps	48		1,374	
Q. M.	69		1,676	
Sig. Corps	136		2,908	
Ord. Dept.	48		1,081	
C. W. S.	5		369	
Finance Dept.	5		50	
Chaplain Corps	12			
Medical Dept.	172	175	1,282	—
	1703	175	18,884	570

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WAR DEPARTMENT
Headquarters Army Air Forces
Office Chief of the Air Staff
Washington, D.C.

Date 3/14/42

TO:

Mrs. Finton of A-4 has made an extensive search for this document, but the same cannot be located and Col. York advises that he did not take it with him when he transferred from that Division and can throw no light as to where it is.

Miss Alexander.

A-W.P. DIVISION

X-225-E, A.C.

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Receipt No. _____ January 6, 1942

RECEIPT FOR SECRET OR CONFIDENTIAL DOCUMENT

SUBJECT:

Receipt is acknowledged of Memo (Copy "7") for the see below, subject Organization of Air Task Force - Magnet, dated January 6, 1942.

COMMANDING GENERAL, AIR FORCE COMBAT COMMAND:
CHIEF OF THE AIR CORPS.
ASSISTANT CHIEF OF THE AIR STAFF, A-1.
ASSISTANT CHIEF OF THE AIR STAFF, A-2.
ASSISTANT CHIEF OF THE AIR STAFF, A-3.
ASSISTANT CHIEF OF THE AIR STAFF, A-4.
ASSISTANT CHIEF OF THE AIR STAFF, A-WPD.
BRIGADIER GENERAL JUNIUS W. JONES.

_____
Officer. Rank.

_____
Office

NOTE: To be accomplished and returned to the Secretary, Air War Plans Division.

FOR ASSISTANT CHIEF OF THE AIR STAFF A-4.

AAF-70

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WAR DEPARTMENT
Headquarters Army Air F[illegible]e
Office Chief Of the Air Staff
Washington, D.C.

Date _____

TO:

Col. Ramey is checking - do not call.

A-W.P. DIVISION

X-225-E. A.C.

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Receipt No. _____ January 6, 1942

RECEIPT FOR SECRET OR CONFIDENTIAL DOCUMENT

SUBJECT:

Receipt is acknowledged of Memo (Copy #9) for the see below, subject Organization of Air Task Force - Magnet.

dated January 6, 1942.

COMMANDING GENERAL, AIR FORCE COMBAT COMMAND:
CHIEF OF THE AIR CORPS:
ASSISTANT CHIEF OF THE AIR STAFF, A-1.
ASSISTANT CHIEF OF THE AIR STAFF, A-2.
ASSISTANT CHIEF OF THE AIR STAFF, A-3.
ASSISTANT CHIEF OF THE AIR STAFF, A-4.
ASSISTANT CHIEF OF THE AIR STAFF, A-WPD
BRIGADIER GENERAL JUNIUS W. JONES.

J W Rousey
Officer. Rank.
~~Maj~~ Lt Col, AGD
Asst Adj. Gen.
Office
(GHQ Army)

NOTE: To be accomplished and returned to the Secretary, Air War Plans Division.

FOR [illegible]

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Receipt No. _____ January 6, 1942

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SUBJECT:

Receipt is acknowledged of Memo (Copy #10) for the see below, subject Organization Of Air Task Force - Magnet dated January 6, 1942.

COMMANDING GENERAL, AIR FORCE COMBAT COMMAND:
CHIEF OF THE AIR CORPS
ASSISTANT CHIEF OF THE AIR STAFF, A-1.
ASSISTANT CHIEF OF THE AIR STAFF, A-2.
ASSISTANT CHIEF OF THE AIR STAFF, A-3.
ASSISTANT CHIEF OF THE AIR STAFF, A-4.
ASSISTANT CHIEF OF THE AIR STAFF, A-WPD.
BRIGADIER GENERAL JUNIUS W. JONES.

R W Crawford
Officer. Rank.
GEN. R.W. CRAWFORD

Office

NOTE: To be accomplished and returned to the Secretary, Air War Plans Division.

FOR WPD

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Receipt No. _____ January 14, 1942

RECEIPT FOR SECRET OR CONFIDENTIAL DOCUMENT

SUBJECT:

Receipt is acknowledged of Memo (Copy #11) for the see below, subject Organization of Air Task Force - Magnet. dated January 6, 1942.

COMMANDING GENERAL, AIR FORCE COMBAT COMMAND:
CHIEF OF THE AIR CORPS:
ASSISTANT CHIEF OF THE AIR STAFF, A-1.
ASSISTANT CHIEF OF THE AIR STAFF, A-2.
ASSISTANT CHIEF OF THE AIR STAFF, A-3.
ASSISTANT CHIEF OF THE AIR STAFF, A-4.

ASSISTANT CHIEF OF THE AIR STAFF, A-WPD.
BRIGADIER GENERAL JUNIUS W. JONES.

Harold Mc Clelland
Officer. Rank.
HAROLD M. McCLELLAND Colonel, G. S. C.
A. C. of S., G-3.
G-3 Section, Headquarters U.S.A.F.B.I.
Office

NOTE: To be accomplished and returned to the Secretary, Air War Plans Division.

Harold Mc Clelland.
FOR Col.

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Receipt No. _____ January 6, 1942

RECEIPT FOR SECRET OR CONFIDENTIAL DOCUMENT

SUBJECT:

Receipt is acknowledged of Memo (Copy #11) for the see below, subject Organization of Air Task Force- Magnet.

Dated January 6, 1942.

COMMANDING GENERAL, AIR FORCE COMBAT COMMAND:
CHIEF OF THE AIR CORPS.
ASSISTANT CHIEF OF THE AIR STAFF, A-1.
ASSISTANT CHIEF OF THE AIR STAFF, A-2.
ASSISTANT CHIEF OF THE AIR STAFF, A-3.
ASSISTANT CHIEF OF THE AIR STAFF, A-4.
ASSISTANT CHIEF OF THE AIR STAFF, A-WPD.
BRIGADIER GENERAL JUNIUS W. JONES.

Richard C Lindsay, Maj A.C.
Officer. Rank.

LINDSAY

European Group AWPD.
Office

NOTE: To be accomplished and returned to the Secretary, Air War Plans Division.

FOR Maj. Lindsay, European Section, AWPD

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WAR DEPARTMENT
Headquarters Army Air [illegible]
Office Chief of the Air Staff
Washington, D.C.

Date 3/13/42

TO:

I endeavored to locate Col. McClelland but was informed by the Chief Clerk of G-3 that he is abroad and has been away since last summer. Maj. Taylor said this receipt came thru the mail, but any other information is not available.

A.

A-W P. DIVISION

X-225-E, A.C.

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Receipt No. _____ January 6, 1942

RECEIPT FOR SECRET OR CONFIDENTIAL DOCUMENT

SUBJECT:

Receipt is acknowledged of Memo (Copy #12) for the see below, subject Organization of Air Task Force - Magnet, dated January 6, 1942.

COMMANDING GENERAL, AIR FORCE COMBAT COMMAND:
CHIEF OF THE AIR CORPS:
ASSISTANT CHIEF OF THE AIR STAFF, A-1.
ASSISTANT CHIEF OF THE AIR STAFF, A-2.
ASSISTANT CHIEF OF THE AIR STAFF, A-3.
ASSISTANT CHIEF OF THE AIR STAFF, A-4.
ASSISTANT CHIEF OF THE AIR STAFF, A-WPD.
BRIGADIER GENERAL JUNIUS W. JONES.

_____
Officer. Rank.

_____
Office

NOTE: To be accomplished and returned to the Secretary, Air War Plans Division.

FOR

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Receipt No. _____ January 6, 1942

RECEIPT FOR SECRET OR CONFIDENTIAL DOCUMENT

SUBJECT:

Receipt is acknowledged of Memo (Copy #12) for the see below, subject Organization of Air Task Force - Magnet, dated January 6, 1942.

COMMANDING GENERAL, AIR FORCE COMBAT COMMAND:
CHIEF OF THE AIR CORPS:
ASSISTANT CHIEF OF THE AIR STAFF, A-1.
ASSISTANT CHIEF OF THE AIR STAFF, A-2.
ASSISTANT CHIEF OF THE AIR STAFF, A-3.
ASSISTANT CHIEF OF THE AIR STAFF, A-4.
ASSISTANT CHIEF OF THE AIR STAFF, A-WPD.
BRIGADIER GENERAL JUNIUS W. JONES.

_____
Officer. Rank.

_____
Office

NOTE: To be accomplished and returned to the Secretary, Air War Plans Division.

FOR

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MEMORANDUM FOR THE COMMANDING GENERAL, AIR FORCE COMBAT COMMAND:
CHIEF OF THE AIR CORPS:
ASSISTANT CHIEF OF THE AIR STAFF, A-1:
ASSISTANT CHIEF OF THE AIR STAFF, A-2:
ASSISTANT CHIEF OF THE AIR STAFF, A-3:
ASSISTANT CHIEF OF THE AIR STAFF, A-4:
ASSISTANT CHIEF OF THE AIR STAFF, A-WPD:
BRIGADIER GENERAL JUNIUS W. JONES:

SUBJECT: Organization of Air Task Force - Magnet.

1. Plans are being prepared for the movement of one Army Corps of three Infantry Divisions and one Armored Division to Magnet. Air units will be included for the support of this force. For the purpose of preparing these air units for movement to, and operation in Magnet, Air Task Force, Magnet has been created and is assigned to the Air Force Combat Command.

2. Brigadier General Junius W. Jones is designated to command Air Task Force, Magnet.

3. Plans will be prepared immediately to send the following units to Magnet as an Air Task Force for the air support of the ground forces listed in paragraph 1, above:

1 Hq. & Hq. Sq. Air Task Force
1 Hq. & Hq. Sq. Air Support Command
1 Hq. & Hq. Sq. Interceptor Command
2 Pursuit Groups
2 Interceptor Control Squadrons
1 Light Bombardment Group
1 Medium Bombardment Group
1 Medium Reconnaissance Squadron
1 Observation Group of four squadrons
Necessary Auxiliary Troops and Services

4. All Divisions of the Air Staff, in consultation with the interested Divisions and Sections of the Office Chief of Air Corps and the Air Force Combat Command, will prepare lists of units, personnel, and equipment needed for Air Task Force, Magnet and

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submit such lists to the Chief of the Air Staff without delay. Tab "A" will be used as a general guide. The following will govern:

a. Priorities in personnel and equipment will be as directed by the Chief of the Army Air Forces.

b. Units and personnel, when assigned to this Air Task Force, will not be available for other assignment without prior approval of the Chief of the Army Air Forces.

c. The pursuit units in this force must be equipped with such communications facilities as will enable them to communicate with the existing control set-up of British 82 Group in Magnet.

d. The initial supplies will be sufficient for sixty (60) days operations.

e. Sixty (60) day supply reserve level will be maintained.

5. Control of Air Task Force Magnet will remain under the Commanding General, Air Force Combat Command, until the date of its embarkation or the completion of its preparatory training, or until the United States Army Forces involved are assembled for combined training, at which time command will pass to the Commanding General, Army Forces, Magnet.

6. The Assistant Chief of the Air Staff, A-3 will make the necessary arrangements for immediate concentration of Air Task Force, Magnet in a Training Area.

7. The Chief of the Army Air Forces will be responsible for the movement of air units to the Ports of Embarkation and special technical supervision of embarkation in accordance with the priorities of movements set up by GHQ.

Sgd. Carl Spaatz

CARL SPAATZ
Brig. General, Air Corps,
Chief of The Air Staff.

1 Incl. - Tab A.

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Tab A

TAB A

Units Required For Air Task Force:

Air Corps:	Officers	Enlisted Men	Op. Aircraft	50% Reserve
1 Air Task Force Hq. (based on T/O T-800-1)	55	284	10	5
1 Int. Command, Hq. & Hq. Sq.	31	161	3	1
1 Air Support Command, Hq & Hq Sq	35	181	5	2
1 Air Force Base Command, Hq. & Hq. Sq.	44	257	5	2
1 Bomb Gp. (M) Hq. & Hq. Sq.	23	257	5	2
3 Bomb Sqs. (M)	153	738	39	20
1 Recon. Sq. (M)	60	268	13	7
1 Bomb Gp. (L) Hq. & Hq. Sq.	18	245	5	2
4 Bomb Sq. (L)	100	844	52	26
1 Obs. Gp. Hq. & Hq. Sq.	20	228	5	2
3 Obs. Sqs.	105	633	39	20
1 Obs. Sq. Armd F.	45	260	17	9
2 Fur. Gpl Hq. & Sq. Sqs.	88	468	10	5
2 Interceptor Control Sqs.	12	574		
6 Pursuit Sqs. (I)	246	1260	150	75
3 Air Base Groups, Hq. & Hq. Sq.	60	687		
5 Materiel Sqs.	55	1535	15	7
1 Air Depot Group, Hq. & Hq. Sq.	14	145	8	4
3 Depot Sup. Sqs.	27	363		
3 Depot Rep. Sqs.	27	456		
Mech. & Res. Airp. Det.	8	300	---	---
Total Air Corps	1208	10,144	381	189

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Reinforcements: Arms and Services:

	Officers	Nurses	Enlisted Men
Eng. Corps			
2 Av. Bns. (Sep)	48		1374
Total Eng. Corps	48		1374
Q. M.			
4 Truck Co.	12		440
2 Lt. Maint. Co.	8		370
Det. L. M. Co. Sep. Avn.	13		266
Det. Q. M. C.	36		600
Total Q. M. C.	69		1676
Signal Corps:			
1 Av. Sig. Co.	6		136
3 Air Wing. Sig. Co.	9		237
1 Aircraft Warning Bgt.	64		1246
5 Plats. AB	5		180
3 Air Corps Depot Sig. Sec.	12		177
1 Sig. Construction Bn. (Sep)	20		544
1 Sig. Reporting Co., AWS	8		148
Det. Sig. Serv. Co.	12		240
Total Signal Corps	136		2908
Ord. Dept.			
5 Ord. Co. AB	20		30
3 Ord. Co. Bomb	18		543
2 Ord. Co. Purs.	10		166
Det. Ord. Serv. Co.	—		72
Total Ord. Dept.	48		1081
C. W. S.			
12 Decon. Co. Det.			240
5 Sup. Sec. C. W. S. AB	5		25
2 D. P. Sect. (H & M Bomb)			14
4 D. P. Sq. Sect. (Lt. Bomb)	—		96
Total C. W. S.	5		369

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	Officers	Nurses	Enlisted Men
Finance Dept.			
5 Sect. AB	5		50
Total Finance Dept.	5		50
Chaplain Corps:			
6 Sec. Groups AB	12		--
Total Chaplain Corps	12		0
Medical Dept.			
6 Det. Sta. Hosp.	102	175	756
Attached			
Task Forces Hq. & Hq. Sq.	1		8
Int. Command Hq. & Hq. Sq.	1		8
Air Sup. Command Hq. & Hq. Sq.	1		8
Service Command Hq. & Hq. Sq.	1		8
Bomb Gps.	12		96
Purs. Gps.	12		96
Air Base Gps.	15		144
Dep. Gps.	6		43
Eng. Bns.	6		22
Sig. Regts.	15		93
Total Medical Dept.	172	175	1282

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Recapitulation:

	Officers	Nurses	Enlisted Men	Airplanes
Air Corps	1208		10,144	570
Engr. Corps	48		1,374	
C. M.	69		1,676	
Sig. Corps	136		2,908	
Ord. Dept.	48		1,081	
C. W. S.	5		369	
Finance Dept.	5		50	
Chaplain Corps	12			
Medical Dept.	172	175	1,382	
	1703	175	18,984	570

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MEMORANDUM FOR THE COMMANDING GENERAL, AIR FORCE COMBAT COMMAND:
CHIEF OF THE AIR CORPS:
ASSISTANT CHIEF OF THE AIR STAFF, A-1:
ASSISTANT CHIEF OF THE AIR STAFF, A-2:
ASSISTANT CHIEF OF THE AIR STAFF, A-3:
ASSISTANT CHIEF OF THE AIR STAFF, A-4:
ASSISTANT CHIEF OF THE AIR STAFF, A-NPD:
BRIGADIER GENERAL JUNIUS W. JONES:

SUBJECT: Organization of Air Task Force - Magnet.

1. Plans are being prepared for the movement of one Army Corps of three Infantry Divisions and one Armored Division to Magnet. Air units will be included for the support of this force. For the purpose of preparing these air units for movement to, and operation in Magnet, Air Task Force, Magnet has been created and is assigned to the Air Force Combat Command.

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1 Hq. & Hq. Sq. Air Support Command
1 Hq. & Hq. Sq. Interceptor Command
2 Pursuit Groups
2 Interceptor Control Squadrons
1 Light Bombardment Group
1 Medium Bombardment Group
1 Medium Reconnaissance Squadron
1 Observation Group of four squadrons
Necessary Auxiliary Troops and Services

4. All Divisions of the Air Staff, in consultation with the interested Divisions and Sections of the Office Chief of Air Corps and Air Force Combat Command, will prepare lists of units, personnel, and equipment needed for Air Task Force, Magnet and

HEADQUARTERS [illegible]

Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-NPD	A.Insp.	Budget	Statistics	

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b. Units and personnel, when assigned to this Air Task Force, will not be available for other assignment without prior approval of the Chief of the Army Air Forces.

c. The pursuit units in this force must be equipped with such communications facilities as will enable them to communicate with the existing control set-up of British 82 Group in Magnet.

d. The initial supplies will be sufficient for sixty (60) days operations.

e. Sixty (60) day supply reserve level will be maintained.

5. Control of Air Task Force Magnet will remain under the Commanding General, Air Force Combat Command, until the date of its embarkation or the completion of its preparatory training, or until the United States Army Forces involved are assembled for combined training, at which time command will pass to the Commanding General, Army Forces, Magnet.

6. The Assistant Chief of the Air Staff, A-3 will make the necessary arrangements for immediate concentration of Air Task Force, Magnet in a Training Area.

7. The Chief of the Army Air Forces will be responsible for the movement of air units to the Ports of Embarkation and special technical supervision of embarkation in accordance with the priorities of movement as set up by GHQ.

Sgd. Carl Spaatz

CARL SPAATZ
Brig. General, Air Corps,
Chief of The Air Staff.

1 Incl. - Tab A.

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Dep Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A- WPD	A. Insp.	Budget	Statistics	
	-										

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TAB A

Units Required for Air Task Force:

Air Corps:	Officers	Enlisted Men	Op. Airplanes	50% Reserve
1 Air Task Force Hq. (based on T/O 1-800-1)	55	284	10	5
1 Int. Command, Hq. & Hq. Sq.	31	161	3	1
1 Air Support Command, Hq & Hq Sq	35	181	5	2
1 Air Force Base Command, Hq. & Hq. Sq.	44	257	5	2
1 Bomb Gp. (M) Hq. & Hq. Sq.	23	257	5	2
3 Bomb Sqs. (M)	153	738	39	20
1 Recon. Sq. (M)	60	268	13	7
1 Bomb Gp. (L) Hq. & Hq. Sq.	18	245	5	2
4 Bomb Sq. (L)	100	844	52	26
1 Obs. Gp. Hq. & Hq. Sq.	20	228	5	2
3 Obs. Sqs.	105	633	39	20
1 Obs. Sq. Armd F.	45	260	17	9
2 Pur. Gp. Hq. & Hq. Sqs.	28	468	10	5
2 Interceptor Control Sqs.	12	574		
6 Pursuit Sqs. (I)	246	1260	150	75
3 Air Base Groups, Hq. & Hq. Sq.	60	687		
5 Materiel Sqs.	55	1535	15	7
→ 1 Air Depot Group, Hq. & Hq. Sq.	14	145	8	4
3 Depot Sup. Sqs.	27	363		
3 Depot Rep. Sqs.	27	456		

Mech. & HEADQUARTERS, ARMY AIR FORCES - COORDINATION

Chief of Staff	Secy Air Staff	Gen'l Air Corps	A-2	A-3	[illegible]	A- WPD	A-4 & Sup.	Budget	Sta-tistics	

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Reinforcements: Arms and Services:

	Officers	Nurses	Enlisted Men
Eng. Corps			
2 Av. Bns. (Sep)	48		1374
Total Eng. Corps	48		1374
Q. M.			
4 Truck Co.	12		440
2 Lt. Maint. Co.	8		370
Det. L. M. Co. Sep. Avn.	13		266
Det. Q. M. C.	36		600
Total Q. M. C.	69		1676
Signal Corps:			
1 Av. Sig. Co.	6		136
3 Air Wing. Sig. Co.	9		237
1 Aircraft Warning Rgt.	64		1246
5 Plats. AB	5		180
3 Air Corps Depot Sig. Sec.	12		177
1 Sig. Construction Bn. (Sep)	20		544
1 Sig. Reporting Co., AWS	8		148
Det. Sig. Serv. Co.	12		240
Total Signal Corps	136		2908
Ord. Dept.			
5 Ord. Co. AB	20		30
3 Ord. Co. Bomb	18		543
2 Ord. Co. Purs.	10		166
Det. Ord. Serv. Co.			72
Total Ord. Dept.	48		1081
C. W. S.			
12 Decon. Co. Det.			240
5 Sup. Dec. C.W.S. AB			25
2 D. [illegible] Det. (M & [illegible] Bomb)			25
3 D. H. Sq. Det. (Lt. Bomb)			39
Total C. W. S.			369

HEADQUARTERS ARMY AIR FORCES COORDINATION

Chief of Staff	Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A- WPD	A. Insp.	Budget	Tactics

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	Officers	Nurses	Enlisted Men
Finance Dept.			
5 Sect. AB	5		50
Total Finance Dept.	5		50
Chaplain Corps:			
6 Sec. Groups AB	12		--
Total Chaplain Corps	12		0
Medical Dept.			
6 Det. Sta. Hosp.	102	175	756
Attached			
Task Forces Hq. & Hq. Sq.	1		8
Int. Command Hq. & Hq. Sq.	1		8
Air Sup. Command Hq & Hq Sq	1		8
Service Command Hq & Hq Sq	1		8
Bomb Gps.	12		96
Purs. Gps.	12		96
Air Base Gps.	15		144
Dep. Gps.	6		43
Eng. Bns.	6		22
Sig. Regts.	15		93
Total Medical Dept.	172	175	1282

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
hief Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A- WPD	A. Insp.	Budget	Sta-tistics	
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Recapitulation:

	Officers	Nurses	Enlisted Men	Airplanes
Air Corps	1208		10,144	570
Engr. Corps	48		1,374	
Q. M.	69		1,676	
Sig. Corps	136		2,908	
Ord. Dept.	48		1,081	
C. W. S.	5		369	
Finance Dept.	5		50	
Chaplain Corps	12			
Medical Dept.	172	175	1,282	
	1703	175	18,884	570

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Deputy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-5 WPD	A. Insp.	Budget	Statistics	
-					-4-						

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

JAN 6 1942

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MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

SUBJECT: Organization of Air Task Force - Magnet.

1. When the draft of this directive was sent to GHQ for concurrence, General Maloney made certain changes in it. One of those changes involved the addition of the phrase underlined in the following statement:

> "For the purpose of preparing these air units for movement to and operation in Magnet, Air Task Force Magnet has been created and is assigned to the Air Force Combt Command <u>for training and organization</u>."

The same phrase was added in Paragraph 5 as follows:

> "Control of Air Task Force Magnet will remain under the Commanding General, Air Force Combat Command, <u>for training and organization,</u> until the date of its embarkation, etc."

2. Both of these underlined phrases have been deleted from the final directive. This has been done because it was felt that the inclusion of this phrase limited the degree of command exercised by the Commanding General, Air Force Combat Command. It inferred that command for administration and supply was to be exercised through some other agency. It is believed inadvisable to provide such a division of responsibility and command. It was the intention of this directive to place full responsibility for preparation of this Task Force upon the Commanding General, Air Force Combat Command without any limitations whatever as regards that responsibility.

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MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

SUBJECT: Organization of Air Task Force - Magnet.

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HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Deputy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-M&PD	A.Insp.	Budget	Statistics	

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HSH-hlg

Wtn. 1/6/42

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

SUBJECT: Organization of Air Task Force - Magnet.

1. When the draft of this directive was sent to GHQ for concurrence, General Maloney made certain changes in it. One of those changes involved the addition of the phrase underlined in the following statement:

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The same phrase was added in Paragraph 5 as follows:

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Receipt No. _____ January 6, 1942

RECEIPT FOR SECRET OR CONFIDENTIAL DOCUMENT

SUBJECT:

Receipt is acknowledged of ~~Memo (Copy #13)~~ for the ~~see below~~, subject ~~Organization of Air Task Force - Magnet.~~ dated ~~January 6, 1942~~.

COMMANDING GENERAL, AIR FORCE COMBAT COMMAND:
CHIEF OF THE AIR CORPS.
ASSISTANT CHIEF OF THE AIR STAFF, A-1.
ASSISTANT CHIEF OF THE AIR STAFF, A-2.
ASSISTANT CHIEF OF THE AIR STAFF, A-3.
ASSISTANT CHIEF OF THE AIR STAFF, A-4.
ASSISTANT CHIEF OF THE AIR STAFF, A-WPD
BRIGADIER GENERAL JUNIUS W. JONES.

_____
Officer. Rank.

_____
Office

Copy signed & returned

NOTE: To be accomplished and returned to the Secretary, Air War Plans Division.

FOR

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Receipt No. _____ January 6, 1942

RECEIPT FOR SECRET OR CONFIDENTIAL DOCUMENT

SUBJECT:

Receipt is acknowledged of Memo (Copy #14) for the see below, subject Organization of Air Task Force - Magnet, dated January 6, 1942.

COMMANDING GENERAL, AIR FORCE COMBAT COMMAND:
CHIEF OF THE AIR CORPS.
ASSISTANT CHIEF OF THE AIR STAFF, A-1.
ASSISTANT CHIEF OF THE AIR STAFF, A-2.
ASSISTANT CHIEF OF THE AIR STAFF, A-3.
ASSISTANT CHIEF OF THE AIR STAFF, A-4.
ASSISTANT CHIEF OF THE AIR STAFF, A-WPD
BRIGADIER GENERAL JUNIUS W. JONES

_____
Officer. Rank.

_____
Office

NOTE: To be accomplished and returned to the Secretary, Air War Plans Division.

FOR

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Receipt No. _____ January 6, 1942

RECEIPT FOR SECRET OR CONFIDENTIAL DOCUMENT

SUBJECT:

Receipt is acknowledged of Memo (Copy #14) for the see below, subject Organization of Air Task Force - Marget, dated January 6, 1942.

COMMANDING GENERAL, AIR FORCE COMBAT COMMAND:
CHIEF OF THE AIR CORPS.
ASSISTANT CHIEF OF THE AIR STAFF, A-1.
ASSISTANT CHIEF OF THE AIR STAFF, A-2.
ASSISTANT CHIEF OF THE AIR STAFF, A-3.
ASSISTANT CHIEF OF THE AIR STAFF, A-4.
ASSISTANT CHIEF OF THE AIR STAFF, A-[illegible]PD
BRIGADIER GENERAL JUNIUS W. JONES

_____
Officer. Rank.

_____
Office

NOTE: To be accomplished and returned to the Secretary, Air War Plans Division.

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Wnt. 1/6/42

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JAN 6 1942

MEMORANDUM FOR THE COMMANDING GENERAL, AIR FORCE COMBAT COMMAND:
CHIEF OF THE AIR CORPS:
ASSISTANT CHIEF OF THE AIR STAFF, A-1:
ASSISTANT CHIEF OF THE AIR STAFF, A-2:
ASSISTANT CHIEF OF THE AIR STAFF, A-3:
ASSISTANT CHIEF OF THE AIR STAFF, A-4:
ASSISTANT CHIEF OF THE AIR STAFF, A-WPD:
BRIGADIER GENERAL JUNIUS W. JONES:

SUBJECT: Organization of Air Task Force - Magnet.

1. Plans are being prepared for the movement of one Army Corps of three Infantry Divisions and one Armored Division to Magnet. Air units will be included for the support of this force. For the purpose of preparing these air units for movement to, and operation in Magnet, Air Task Force, Magnet has been created and is assigned to the Air Force Combat Command.

2. Brigadier General Junius W. Jones is designated to command Air Task Force, Magnet.

3. Plans will be prepared immediately to send the following units to Magnet as an Air Task Force for the air support of the ground forces listed in paragraph 1, above:

1 Hq. & Hq. Sq. Air Task Force
1 Hq. & Hq. Sq. Air Support Command
1 Hq. & Hq. Sq. Interceptor Command
2 Pursuit Groups
2 Interceptor Control Squadrons
1 Light Bombardment Group
1 Medium Bombardment Group
1 Medium Reconnaissance Squadron
1 Observation Group of four squadrons
Necessary Auxiliary Troops and Services

4. All Divisions of the Air Staff, in consultation with the interested Divisions and Sections of the Office Chief of Air Corps and the Air Force Combat Command, will prepare lists of units, personnel, and equipment needed for Air Task Force, Magnet and

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submit such lists to the Chief of the Air Staff without delay. Tab "A" will be used as a general guide. The following will govern:

a. Priorites in personnel and equipment will be as directed by the Chief of the Army Air Forces.

b. Units and personnel, when assigned to this Air Task Force, will not be available for other assignment without prior approval of the Chief of the Army Air Forces.

c. The pursuit units in this force must be equipped with such communications facilities as will enable them to communicate with the existing control set-up of British 82 Group in Magnet.

d. The initial supplies will be sufficient for sixty (60) days operations.

e. Sixty (60) day supply reserve level will be maintained.

5. Control of Air Task Force Magnet will remain under the Commanding General, Air Force Combat Command, until the date of its embarkation or the completion of its preparatory training, or until the United States Army Forces involved are assembled for combined training, at which time command will pass to the Commanding General, Army Forces, Magnet.

6. The Assistant Chief of the Air Staff, A-3 will make the necessary arrangements for immediate concentration of Air Task Force, Magnet in a Training Area.

7. The Chief of the Army Air Forces will be responsible for the movement of air units to the Ports of Embarkation and special technical supervision of embarkation in accordance with the priorities of movement as set up by GHQ.

Sgd. Carl Spaats

CARL SPAATZ
Brig. General, Air Corps,
Chief of The Air Staff.

1 Incl. - Tab A.

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TAB A

Units Required for Air Task Force:

Air Corps:	Officers	Enlisted Men	Op. Airplanes	50% Reserve
1 Air Task Force Hq. (based on T/O 1-800-1)	55	284	10	5
1 Int. Command, Hq. & Hq. Sq.	31	161	3	1
1 Air Support Command, Hq & Hq Sq	36	181	5	2
1 Air Force Base Command, Hq. & Hq. Sq.	44	257	5	2
1 Bomb Gp. (M) Hq. & Hq. Sq.	23	257	5	2
3 Bomb Sqs. (M)	153	738	39	20
1 Recon. Sq. (M)	60	268	13	7
1 Bomb Gp. (L) Hq. & Hq. Sq.	18	245	5	2
4 Bomb Sq. (L)	100	824	52	26
1 Obs. Gp. Hq. & Hq. Sq.	20	228	5	2
3 Obs. Sqs.	105	633	39	20
1 Obs. Sq. Armd F.	45	260	17	9
2 Fur. Gp. Hq. & Hq. Sqs.	88	488	10	5
2 Interceptor Control Sqs.	12	574		
6 Pursuit Sqs. (I)	246	1260	150	75
3 Air Base Groups, Hq. & Hq. Sq.	60	687		
5 Materiel Sqs.	55	1535	15	7
1 Air Depot Group, Hq. & Hq. Sq.	14	145	8	4
3 Depot Sup. Sqs.	27	363		
3 Depot Rep. Sqs.	27	456		
Mech. & Res. Airp. Det.	8	300	—	—
Total Air Corps	1208	10,144	381	189

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Reinforcements: Arms and Services:

	Officers	Nurses	Enlisted Men
Eng. Corps			
2 Av. Bns. (Sep)	48		1374
Total Eng. Corps	48		1374
Q. M.			
4 Truck Co.	12		440
2 Lt. Maint. Co.	8		370
Det. L. M. Co. Sep. Avn.	13		266
Det. Q. M. C.	36		600
Total Q. M. C.	69		1676
Signal Corps:			
1 Av. Sig. Co.	6		136
3 Air Wing. Sig. Co.	9		237
1 Aircraft Warning Bgt.	64		1246
5 Plats. AB	5		180
3 Air Corps Depot Sig. Sec.	12		177
1 Sig. Construction Bn. (Sep)	20		544
1 Sig. Reporting Co., AWS	8		148
Det. Sig. Serv. Co.	12		240
Total Signal Corps	136		2908
Ord. Dept.			
5 Ord. Co. AB	20		30
3 Ord. Co. Bomb	18		543
2 Ord. Co. Purs.	10		166
Det. Ord. Serv. Co.	—		72
Total Ord. Dept.	48		1081
C. W. S.			
12 Decon. Co. Det.			240
5 Sup. Dec. C.W.S. AB	5		25
2 D. P. Sect. (H & M Bomb)			14
4 D. P. Sq. Sect. (Lt. Bomb)	—		96
Total C. W. S.	5		369

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	Officers	Nurses	Enlisted Men
Finance Dept.			
5 Sect. AB	5		50
Total Finance Dept.	5		50
Chaplain Corps:			
6 Sec. Groups AB	12		--
Total Chaplain Corps	12		0
Medical Dept.			
6 Det. Sta. Hosp.	102	175	736
Attached			
Task Forces Hq. & Hq. Sq.	1		8
Int. Command Hq. & Hq. Sq.	1		8
Air Sup. Command Hq & Hq Sq	1		8
Service Command Hq & Hq Sq	1		8
Bomb Gps.	12		96
Purs. Gps.	12		96
Air Base Gps.	15		144
Dep. Gps.	6		43
Eng. Bns.	6		22
Sig. Regts.	12	----	92
Total Medical Dept.	172	175	1282

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Recapitulation:

	Officers	Nurses	Enlisted Men	Airplanes
Air Corps	1208		10,144	570
Engr. Corps	48		1,374	
Q. M.	69		1,676	
Sig. Corps	136		2,908	
Ord. Dept.	48		1,081	
C. W. S.	5		369	
Finance Dept.	5		50	
Chaplain Corps	12			
Medical Dept.	172	175	1,282	___
	1703	175	18,884	570

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Receipt No. _____ January 6, 1942

RECEIPT FOR SECRET OR CONFIDENTIAL DOCUMENT

SUBJECT:

Receipt is acknowledged of Memo (Copy #15) for the see below, subject Organization of Air Task Force - Magnet.

dated January 6, 1942.

COMMANDING GENERAL, AIR FORCE COMBAT COMMAND:
CHIEF OF THE AIR CORPS.
ASSISTANT CHIEF OF THE AIR STAFF, A-1.
ASSISTANT CHIEF OF THE AIR STAFF, A-2.
ASSISTANT CHIEF OF THE AIR STAFF, A-3.
ASSISTANT CHIEF OF THE AIR STAFF, A-4.
ASSISTANT CHIEF OF THE AIR STAFF, A-WPD
BRIGADIER GENERAL JUNIUS W. JONES.

_____
Officer. Rank.

_____
Office

NOTE: To be accomplished and returned to the Secretary, Air War Plans Division.

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Receipt No. 1 January 6, 1942

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SUBJECT:

Receipt is acknowledged of Memo (Copy #15) for the see below, subject Organization of Air Task Force - Magnet, dated January 6, 1942.

COMMANDING GENERAL, AIR FORCE COMBAT COMMAND:
CHIEF OF THE AIR CORPS.
ASSISTANT CHIEF OF THE AIR STAFF, A-1.
ASSISTANT CHIEF OF THE AIR STAFF, A-2.
ASSISTANT CHIEF OF THE AIR STAFF, A-3.
ASSISTANT CHIEF OF THE AIR STAFF, A-4.
ASSISTANT CHIEF OF THE AIR STAFF, A-WPD
BRIGADIER GENERAL JUNIUS W. JONES.

Officer. Rank.

Office

NOTE: To be accomplished and returned to the Secretary, Air War Plans Division.

FOR

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JAN 6 1942

MEMORANDUM FOR THE COMMANDING GENERAL, AIR FORCE COMBAT COMMAND:
CHIEF OF THE AIR CORPS:
ASSISTANT CHIEF OF THE AIR STAFF, A-1:
ASSISTANT CHIEF OF THE AIR STAFF, A-2:
ASSISTANT CHIEF OF THE AIR STAFF, A-3:
ASSISTANT CHIEF OF THE AIR STAFF, A-4:
ASSISTANT CHIEF OF THE AIR STAFF, A-WPD:
BRIGADIER GENERAL JUNIUS W. JONES:

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2 Pursuit Groups
2 Interceptor Control Squadrons
1 Light Bombardment Group
1 Medium Bombardment Group
1 Medium Reconnaissance Squadron
1 Observation Group of four squadrons
Necessary Auxiliary Troops and Services

4. All Divisions of the Air Staff, in consultation with the interested Divisions and Sections of the Office Chief of Air Corps and the Air Force Combat Command, will prepare lists of units, personnel, and equipment needed for Air Task Force, Magnet and

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c. The pursuit units in this force must be equipped with such communications facilities as will enable them to communicate with the existing control set-up of British 82 Group in Magnet.

d. The initial supplies will be sufficient for sixty (60) days operations.

e. Sixty (60) day supply reserve level will be maintained.

5. Control of Air Task Force Magnet will remain under the Commanding General, Air Force Combat Command, until the date of its embarkation or the completion of its preparatory training, or until the United States Army Forces involved are assembled for combined training, at which time command will pass to the Commanding General, Army Forces, Magnet.

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7. The Chief of the Army Air Forces will be responsible for the movement of air units to the Ports of Embarkation and special technical supervision of embarkation in accordance with the priorities of movement as set up by GHQ.

Sgd. Carl Spaatz

CARL SPAATZ
Brig. General, Air Corps,
Chief of The Air Staff.

1 Incl. - Tab A.

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Tab A

TAB A

Units Required for Air Task Force:

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1 Air Support Command, Hq & Hq Sq	35	181	5	2
1 Air Force Base Command, Hq. & Hq. Sq.	44	257	5	2
1 Bomb Gp. (M) Hq. & Hq. Sq.	23	257	5	2
3 Bomb Sqs. (M)	153	738	39	20
1 Recon. Sq. (M)	60	268	13	7
1 Bomb Gp. (L) Hq. & Hq. Sq.	18	245	5	2
4 Bomb Sq. (L)	100	844	52	26
1 Obs. Gp. Hq. & Hq. Sq.	20	228	5	2
3 Obs. Sqs.	105	633	39	20
1 Obs. Sq. Armd F.	45	260	17	9
2 Fur. Gp. Hq. & Hq. Sqs.	28	488	10	5
2 Intereeptor Control Sqs.	12	574		
6 Pursuit Sqs. (L)	246	1260	150	75
3 Air Base Groups, Hq. & Hq. Sq.	60	687		
5 Materiel Sqs.	55	1535	15	7
1 Air Depot Group, Hq. & Hq. Sq.	14	145	8	4
3 Depot Sup. Sqs.	27	363		
3 Depot Rep. Sqs.	27	456		
Mech. & Res. Airp. Det.	8	300	—	—
Total Air Corps	**1208**	**10,144**	**361**	**189**

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Reinforcements: Arms and Services:

	Officers	Nurses	Enlisted Men
Eng. Corps			
2 Av. Bns. (Sep)	48		1374
Total Eng. Corps	48		1374
Q. M.			
4 Truck Co.	12		440
2 Lt. Maint. Co.	8		370
Det. L. M. Co. Sep. Avn.	13		266
Det. Q. M. C.	36		600
Total Q. M. C.	69		1676
Signal Corps:			
1 Av. Sig. Co.	6		136
3 Air Wing. Sig. Co.	9		237
1 Aircraft Warning Rgt.	64		1246
5 Plats. AB	5		180
3 Air Corps Depot Sig. Sec.	12		177
1 Sig. Construction Bn. (Sep)	20		544
1 Sig. Reporting Co., AWS	8		148
Det. Sig. Serv. Co.	12		240
Total Signal Corps	136		2908
Ord. Dept.			
5 Ord. Co. AB	20		30
3 Ord. Co. Bomb	18		543
2 Ord. Co. Purs.	10		166
Det. Ord. Serv. Co.	—		72
Total Ord. Dept.	48		1081
C. W. S.			
12 Decon. Co. Det.			240
5 Sup. Dec. C.W.S. AB	5		25
2 D. P. Sect. (H & M Bomb)			14
4 D. P. Sq. Sect. (Lt. Bomb)	—		96
Total C. W. S.	5		369

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	Officers	Nurses	Enlisted Men
Finance Dept.			
5 Sect. AB	5		50
Total Finance Dept.	5		50
Chaplain Corps:			
6 Sec. Groups AB	12		--
Total Chaplain Corps	12		0
Medical Dept.			
6 Det. Sta. Hosp.	102	175	756
Attached			
Task Forces Hq. & Hq. Sq.	1		8
Int. Command Hq. & Hq. Sq.	1		8
Air Sup. Command Hq & Hq Sq	1		8
Service Command Hq & Hq Sq	1		8
Bomb Gps.	12		96
Purs. Gps.	12		96
Air Base Gps.	15		144
Dep. Gps.	6		43
Eng. Bns.	6		32
Sig. Regts.	15		21
Total Medical Dept.	172	175	1282

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Recapitulation:

	Officers	Nurses	Enlisted Men	Airplanes
Air Corps	1208		10,144	570
Engr. Corps	48		1,374	
Q. M.	69		1,676	
Sig. Corps	136		2,908	
Ord. Dept.	48		1,081	
C. W. S.	5		369	
Finance Dept.	5		30	
Chaplain Corps	12			
Medical Dept.	172	175	1,282	____
	1703	175	18,884	570

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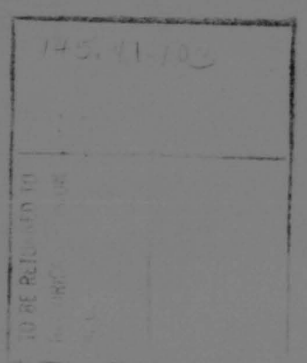

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WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE ARMY AIR FORCES
WASHINGTON

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, WAR PLANS DIVISION:

Subject: Revision of Rainbow 5 where it pertains to air action.

1. The Air Staff believes that a revision of Rainbow 5 is required to make it a practicable and workable war plan from the air point of view. The conceptions and ideas in Rainbow 5 to which the Air Staff takes exception are set forth in paragraph 2 below. A general statement of the type revision believed necessary by the Air Staff is set forth in paragraph 3 below.

2. From an air viewpoint, Rainbow 5 is of questionable practicable value.

a. Being based on joint action, which is without question no usable basis for air operations, Rainbow 5 is obviously off to a bad start.

b. Being based on a M + time schedule, the plan is purely academic insofar as air forces are concerned unless it can be guaranteed that M-Day will be later than the date on which it is now planned that an air force of the necessary size can be developed.

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Air War Plans can use M + dates for aerial operations only after the necessary air forces are actually in existence. It is possible to use the calendar and the current agreement effecting the delivery of the airplanes to the Army, and determine the dates on which air forces can be available. Successful aerial operations are pre-requisite for almost all of the operations set forth in Rainbow 5. Hence, it is believed that M-Day throughout this war plan must be qualified in each instance to the effect "15 M (M to be no earlier than)".

An example of this situation is extracted from Rainbow 5 as follows:

> The Commanding General, Western Defense Command, is charged with defense against air attack and with providing support to the Navy. (His troops, however, consist of ground forces only.)

Army Air Forces are required to be prepared to support the Defense Command by:

(1) Providing units for "close in" air defense,

(2) Attacking and destroying threatening enemy forces, and by

(3) Providing direct support of ground forces.

The minimum air force required for air defense in this area includes 5 Interceptor Groups. Those 5 Groups will, in accordance with current delivery schedules and in harmony with the current policy of providing airplanes to Anti-Axis agencies, receive their combat

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airplanes in January 1942. Those 5 Groups will be prepared for the necessary operations by May 1, 1942. Hence, any directive to provide air defense prior to May 1, 1942, is of academic interest only.

In the interests of reality, this plan must, therefore, be rewritten from the viewpoint of time.

Furthermore, the conception of the employment of air forces in the example cited above requires extensive revision. In this plan, the Defense Commander under General Headquarters is responsible for air defense. He is not provided the forces necessary to discharge that responsibility. On the other hand, Army Regulations 95-5 charges the Commanding General of the Air Force Combat Command with responsibility for air defense. The forces necessary to conduct air defense are assigned to the Air Force Combat Command. This erroneous situation must be remedied and air defense must be assigned to the air commanders who have the forces required for the mission.

However, these forces cannot conduct operations earlier than May 1942. It, therefore, appears evident that the Commanding General of the Defense Command should be instructed to dispose his antiaircraft artillery for air defense and to employ the forces available to him in such defensive roles as may be within their capabilities until May 1, 1942. On and after May 1, 1942, the

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Commanding Generals of the 2d and 4th Interceptor Commands under the Air Force Combat Command should be charged with the responsibility for air defense. That responsibility is to remain until the threat is eliminated or until the Army Air Force units are eliminated. In the later event, responsibility for such defense as is within the capabilities of the troops available to the Defense Commander should revert to the Defense Commander.

3. The necessary revision of Rainbow 5 should be founded on the following basis:

Successful Army operations are dependent upon prior Army Air Force successes.

Success by the Army Air Forces cannot be achieved earlier than the dates upon which Army Air Force units will be prepared to operate.

The Army Air Forces' ability to operate depends upon three specific factors:

(1) The delivery schedule of combat airplanes,
(2) Modifications necessary because of current plans and policies as to the transfer of airplanes to Anti-Axis agencies, and
(3) With the further necessary modification required for the orderly further expansion of the Army Air Forces.

The proposed revision of this war plan should, therefore, contain within its basic considerations the dates which establish the earliest time that may be considered as M-Day.

Under these conditions, a revision of this war plan may include the following general activities:

From this date until May 1, 1942, no air force units are ready for combat, all being wholly

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engaged in an orderly implementation of the Army's First Aviation Objective. The Army mission at this time must therefor consist of disposing antiaircraft artillery and guarding beaches.

From May 1, 1942 to January 1, 1944, Army Air Force missions: air defense of the continental United States and foreign possessions in addition to the necessary replacements, and to implement the Second Aviation Objective. Ground force missions to consist of support in air defense and initial preparation for expeditions.

January 1, 1944 to June 1945 (Army Second Aviation Objective completed). Mission of the Army Air Forces to defend the United States possessions and the Western Hemisphere and to send a token air force to the European theatre and also to continue to train replacements and implement the expansion to the ultimate air force (A-WPD/1). Ground force mission - no changes.

After June 1945 (an Air Force approximately as set forth in A-WPD/1 having been implemented). Army Air Force and ground force missions approximately as set forth in Rainbow 5.

4. Prior to undertaking any extensive revision of Rainbow 5, it is desired to obtain your comments on the general nature of the revision contemplated. The Air Staff will undertake to revise the conception set forth in paragraph 2 above in general accord as set forth in paragraph 3 above, if such action meets with your general approval. While it is believed that all necessary coordination can be effected informally, it is desired that a clear initial agreement be reached on the scope and general conceptions of the proposed revision.

CARL SPAATZ,
Brig. General, Air Corps,
Chief of the Air Staff.

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~~Register No. 19~~

ANNEX NO. 5

to

JOINT PACIFIC COASTAL FRONTIER DEFENSE PLAN

RAINBOW NO. 5

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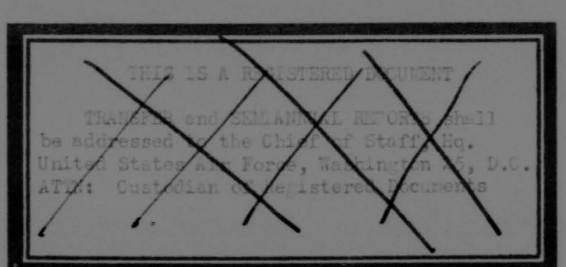

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S E C R E T

ANNEX NO. 5

AIR

to

JOINT PACIFIC COASTAL FRONTIER DEFENSE PLAN

RAINBOW NO. 5

~~(WDC-PCF-R5-41 Army)~~

(12 ND)
(13 ND) - JCD-46 Navy)

I. Joint Mission.

Support the Western Defense Command, the Pacific Southern Naval Coastal Frontier, and the Pacific Northern Naval Coastal Frontier; cooperate with the Royal Canadian Air Force in Joint Operations in accordance with directives contained in ABC-22, and cooperate with adjacent sectors as directed by higher authority.

II. Army Air Force Mission.

1. Conduct air offensives against hostile naval, air, and land forces threatening the Western Defense Command and the Pacific Naval Coastal Frontiers.

2. Support the Western Defense Command and the Pacific Naval Coastal Frontiers by attack on and destruction of enemy forces approaching within range of bombardment aviation and by close-in fire support of ground and Naval Forces concentrated to meet attack.

3. Conduct the general air defense of the Western Defense Command and the local air defense of the vital areas and establishments exposed to aerial or naval bombardment.

4. Establish and maintain the Aircraft Warning Service within the Western Defense Command.

5. Provide air units to Army ground forces for the services of observation, reconnaissance, and liaison and maintain and supply these units with personnel and materiel.

6. Cooperate with Naval operating forces in accomplishment of Naval missions.

7. Cooperate with the Royal Canadian Air Force in Joint Operations in accordance with directives contained in ABC-22.

8. Cooperate with adjacent sectors as directed by higher authority.

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III. Navy Mission.

1. Patrol the Coastal Zone of the Pacific Naval Coastal Frontiers; assist in control and protection of shipping therein.

2. Patrol the off-shore waters of the Pacific Naval Coastal Frontiers; provide information to Army Air Forces and assist in destruction of enemy forces located.

3. Support the Army in repelling land, sea, and air attacks on the Pacific Naval Coastal Frontiers.

4. Extend the Aircraft Warning Service to seaward.

5. Provide air escort, when required, for convoys within the waters of the Pacific Naval Coastal Frontiers.

6. Cooperate with the Royal Canadian Air Force in joint operations in accordance with directives contained in ABC-22.

7. Cooperate with adjacent sectors as directed by higher authority.

IV. Task Organizations, Boundaries, and Commanders.

1. Army Air Forces.

a. 4th Air Force.

(1) Commander, the Commanding General, 4th Air Force.

(2) Boundaries. The states of California, Nevada, Arizona, New Mexico, and that portion of Texas which lies west of the 103d Meridian.

(3) Forces. For supporting plan, see Appendix 1.

b. 2nd Air Force.

(1) Commander, the Commanding General, 2nd Air Force.

(2) Boundaries. The areas included within the states of Oregon, Washington, Idaho, Montana, Utah, Colorado, North Dakota, South Dakota, Nebraska, Kansas, and Wyoming.

(3) Forces. For supporting plan, see Appendix 2.

c. Alaskan Air Force.

(1) This Air Force serves directly under the Commanding General, Alaskan Sector, who is responsible for its planning.

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(2) For supporting plan, see Appendix 5.

d. Additional troops for operational control.

(1) Antiaircraft units. See Appendices to Air Force Plans.

(2) Barrage Balloons. See Appendices to Air Force Plans.

(3) Other troops as assigned or attached. See Appendices to Air Force Plans.

e. The Commanding General, 4th Air Force, is responsible to the Commanding Generals, Western Defense Command and Air Force Combat Command for the coordination of all joint planning of the 2nd and 4th Air Forces.

2. Naval Operating Forces.

a. Pacific Southern Naval Coastal Frontier.

(1) Commander. The Commander of the Pacific Southern Naval Coastal Frontier.

(2) Boundaries. The coast and adjacent waters of the state of California extending in the sea lanes south to the southern boundary of Mexico.

(3) Forces. For supporting plan, see Appendix 3.

b. Pacific Northern Naval Coastal Frontier.

(1) Commander. The Commander of the Pacific Northern Naval Coastal Frontier.

(2) Boundaries. The coast and adjacent waters of the states of Oregon, Washington, the Territory of Alaska, and the sea lanes thereof.

(3) Forces. For supporting plan, see Appendix 4.

V. Priority of Vital Areas and Installations.

1. General.

The defense of the Pacific Coastal Frontier (less Alaska) is predicated under this plan on a Category "B" defense; i.e. the Pacific Coastal Frontier may be subject to minor attack. During the early stages of operations no hostile attacks other than by air or sea are probable. The locality of such attacks cannot be foreseen, consequently priorities for the protection of vital areas and installations can be given in general terms only.

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2. Within each sector, defensive priorities are as indicated:

a. Northwestern Sector:

(1) Puget Sound Area.

(2) Columbia River Valley Area.

(3) Harbors at:

Port Angeles.

Grays Harbor.

Willapa Bay.

Bellingham.

Anacortes.

(4) Beaches:

Point Wilson to Port Angeles.

Grays Harbor to Tillamook Head.

Bellingham Bay to Admiralty Inlet.

b. Northern California Sector:

(1) San Francisco Bay Region.

(2) Harbors at:

Monterey Bay

Carmel

Port San Luis

Mendocino

Eureka

Morro Bay

(3) Beaches:

Bodega Bay to San Francisco

San Francisco to Half Moon Bay

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c. Southern California Sector:

(1) Los Angeles and Vicinity

(2) San Diego and Vicinity

(3) El Segundo

(4) Beaches:

Long Beach to Newport Bay

Santa Monica to Malaga Cove

Imperial Beach

Ocean Beach

Oceanside

Ventura to Mugu Lagoon

Dana Cove

Santa Barbara

d. Southern Land Frontier:

(1) Yuma Area

(2) Tucson Area

(3) Phoenix Area

(4) International Border:

Mexicali to Yuma

Tia Juana to Mexicali

Nogales to Douglas

3. Defense Priorities within each area mentioned above are:

a. Vital industrial plants where damage to or the cessation of work thereat would seriously interfere with the national defense.

b. Oil storage and loading facilities for the Fleet.

c. Permanent fortifications and naval establishments.

d. Important airdromes and other military establishments.

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e. Other important commercial and transportation centers and public utilities.

4. The AIR DEFENSE MISSION is stated in terms of the priority of areas which are vital to national security under varying strategic conditions. Many other localities or installations of lesser importance are omitted from this annex. They are not, however, excluded from defense measures.

a. Condition B:

No threat against vital installations on the East Coast. Hostile raids probable against vital installations on any part of Pacific Coast.

1st Priority: Los Angeles - San Diego Area.

2nd Priority: Puget Sound Area.

3rd Priority: San Francisco Area.

b. Condition B(1). Same as B except that threat appears to be localized in Puget Sound - San Francisco Area.

1st Priority: Puget Sound Area.

2nd Priority: San Francisco Area.

3rd Priority: Los Angeles - San Diego Area.

c. Condition B(2). Same as B except that threat appears to be localized in San Francisco - San Diego Area.

1st Priority: Los Angeles - San Diego Area.

2nd Priority: San Francisco Area.

3rd Priority: Puget Sound Area.

d. Condition C:

Threat to vital installations equally divided between the East and West Coasts.

1st Priority: New York - Philadelphia Area.

2nd Priority: Los Angeles - San Diego Area.

3rd Priority: Baltimore - Washington - Norfolk Area.

4th Priority: Puget Sound Area.

5th Priority: Boston Area.

6th Priority: San Francisco Area.

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VI. Joint Communications Facilities.

1. The Commanding General, 4th Air Force, will provide wire communications facilities between the Headquarters, 4th Air Force and Headquarters, Pacific Southern Naval Coastal Frontier.

2. The Commanding General, 2nd Air Force, will provide wire communications facilities from the Headquarters, 2nd Air Force, to the Headquarters, Pacific Northern Naval Coastal Frontier and to the Headquarters, Western Air Command, Royal Canadian Air Force.

3. The Commanding Generals of the Air Forces concerned will provide wire communications facilities between appropriate Information Centers and Naval Districts and certain subordinate Navy installations required for the Aircraft Warning Service.

4. Radio communications will be provided between the following Headquarters:

4th Air Force and Western Defense Command.

4th Air Force and Pacific Southern Naval Coastal Frontier.

4th Air Force and 11th Naval District.

4th Air Force and 2nd Air Force.

2nd Air Force and Western Defense Command.

2nd Air Force and Pacific Northern Naval Coastal Frontier.

2nd Air Force and Western Air Command, Royal Canadian Air Force.

2nd Air Force and the Alaskan Air Force.

5. The Naval Communication Service provides a single coordinated radio and wire system for all tactical, strategical, and administrative communications.

6. See charts as follows:

Chart No. 1 - Joint Air Communications.

Chart No. 2 - 4th Air Force Communications.

Chart No. 3 - 2nd Air Force Communications.

Chart No. 4 - Navy Air Communications.

7. See Appendix 1 to Annex 7. Copy of this appendix attached to this plan.

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VII. Intelligence.

1. Collection by:

a. Army Air Forces.

(1) Reconnaissance by aircraft.

(2) Aircraft Warning Service.

(3) Intelligence sections of staffs of all echelons.

(4) Intelligence summaries and contact reports from appropriate headquarters of Army and Navy.

(5) Communications intelligence.

(6) All other sources.

b. Navy Forces.

(1) Reconnaissance by Aircraft and Vessels.

(2) Intelligence Services of the Naval Districts.

(3) United States Fleet Intelligence Service.

(4) Communications Intelligence Service.

(5) Army Intelligence Services.

2. Evaluation.

a. Contacts with hostile aircraft will be evaluated by the Aircraft Warning Service as extended seaward by the Navy.

b. Intelligence of all vessels within their purview will be evaluated by the Pacific Naval Coastal Frontiers. This service shall be extended to seaward as far as practicable.

3. Dissemination.

a. Contact reports on aircraft.

(1) Naval Districts to Air Force Information Centers.

(2) Army Sectors and Harbor Defenses to Air Force Information Centers.

(3) Air Force Information Centers within overlap areas to adjacent Information Centers including those of the Royal Canadian Air Force.

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b. Intelligence of hostile vessels will be reported by Naval Districts to affected Air Force Commands as required.

c. Mobile ground forces which are supported by Army Air Forces will keep the Air Support Command constantly and expeditiously informed of hostile and friendly dispositions and movements, both ground and air.

d. Air Force airplanes report direct to their own headquarters. Naval Districts shall intercept. Information centers will post all contact positions for their own use and that of all liaison officers, including Naval.

e. Naval patrol planes report to their own headquarters. Army Air Force shall intercept.

f. All contact reports on aircraft within 200 miles of the coast will be transmitted in the clear, unless the commander of the reporting agency decides such report would endanger his mission.

VIII. Liaison:

Upon the execution of this plan, or sooner as agreed upon by the Commanders concerned, liaison officers will be exchanged between headquarters as indicated:

1. Pacific Southern Naval Coastal Frontier to and from 4th Air Force.

2. Northwestern Sector (Navy) to and from 2nd Air Force.

3. Alaskan Sector (Navy) to and from Alaskan Sector (Army).

4. Northwestern Sector (Navy) to Aircraft Warning Service Information Center, Seattle.

5. Northern California Sector (Commandant, 12th Naval District) to Aircraft Warning Service Information Center, San Francisco.

6. Southern California Sector (Commandant, 11th Naval District) to Aircraft Warning Service Information Center, Los Angeles.

7. Southern California Sector (Commandant, 11th Naval District) to Aircraft Warning Service Information Center, San Diego.

8. Alaskan Sector (Navy) to Aircraft Warning Service Information Center, Anchorage.

9. Western Defense Command to and from 4th Air Force.

10. Aircraft Warning Service Information Center, Seattle, to and from Western Air Command, Royal Canadian Air Force.

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11. Northwestern Sector (Army) to and from 2nd Air Force.

12. The Northwestern Sector (Army), the Northern California Sector (Army), and the Southern California Sector (Army) to and from the 4th Air Support Command.

IX. Supporting Plans.

1. Plans in support of this annex will be prepared as follows:

a. By the 4th Air Force. Appendix #1.

b. By the 2nd Air Force. Appendix #2.

c. By the Pacific Southern Naval Coastal Frontier. Appendix #3.

d. By the Pacific Northern Naval Coastal Frontier. Appendix #4.

e. By the Alaskan Air Force. Appendix #5.

2. These supporting plans will contain the following:

a. The plan for and description of tasks, operating procedure, and methods.

b. A table showing dispositions of subordinate units (to be revised monthly).

c. A table showing facilities of fields, bases, and operating airdromes, existing and planned.

3. The facilities of fields, bases, and operating airdromes of the one Service will be made available to the other upon request, when practicable.

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7	Commanding General, Air Force Combat Command
8	Commanding General, Air Force Combat Command
9	Commander, Pacific Southern Naval Coastal Frontier
10	Commander, Pacific Southern Naval Coastal Frontier
11	Commander, Pacific Southern Naval Coastal Frontier
12	Commander, Pacific Southern Naval Coastal Frontier
13	Commander, Pacific Southern Naval Coastal Frontier
14	Commander, Pacific Northern Naval Coastal Frontier
15	Commander, Pacific Northern Naval Coastal Frontier
16	Commander, Pacific Northern Naval Coastal Frontier
17	Commander, Pacific Northern Naval Coastal Frontier
18	Commanding General, Fourth Army
19	Commanding General, Alaska Defense Command
20	Commanding General, Northwestern Sector
21	Commanding General, Northern California Sector
22	Commanding General, Southern California Sector
23	Commanding General, Southern Land Frontier Sector
24	Commanding General, 4th Air Force
25	Commanding General, 4th Air Force
26	Commanding General, 4th Air Force
27	Commanding General, 4th Air Force
28	Commanding General, 2nd Air Force
29	Commanding General, 2nd Air Force
30	Commanding General, 2nd Air Force
31	Commanding General, 2nd Air Force
32	Commanding General, 4th Bomber Command
33	Commanding General, 2nd Bomber Command
34	Commanding General, 4th Air Force Base Command
35	Commanding General, 2nd Air Force Base Command
36	Commanding General, 4th Interceptor Command
37	Commanding General, 2nd Interceptor Command
38	Commanding General, 4th Air Support Command
39	Commanding General, 2nd Air Support Command
40	Commanding General, 9th Coast Artillery District
41	Commanding General, 9th Corps Area
42	Commanding General, 8th Corps Area
43	Commander-in-Chief, U. S. Pacific Fleet
44	Commander-in-Chief, U. S. Pacific Fleet
45	Commander-in-Chief, U. S. Pacific Fleet
46	Chief of Naval Operations
47	Chief of Naval Operations
48	Commander, Alaskan Air Force
49, 50, 51, & 52	- - Extra copies in custody of Commanding General, 4th Air Force.

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INDEX

To

APPENDIX NO. 1

To

ANNEX NO. 5 - AIR

JOINT PACIFIC COASTAL FRONTIER DEFENSE PLAN

SUPPORTING PLAN - 4TH AIR FORCE

APPENDIX A	Concentration Table, 4th Bomber Command.
APPENDIX B	4th Bomber Command Operations Procedures.
APPENDIX C	Concentration Table, 4th Interceptor Command.
APPENDIX D	4th Interceptor Command Operations Procedures.
APPENDIX E	Concentration Table, 4th Air Support Command.
APPENDIX F	4th Air Support Command Operations Procedure.
APPENDIX G	Communications Plan.

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APPENDIX NO. 1

To

ANNEX NO. 5 - AIR

JOINT PACIFIC COASTAL FRONTIER DEFENSE PLAN

SUPPORTING PLAN - 4TH AIR FORCE

I. MISSION.

1. Conduct air offensives against hostile Naval, Air and Land Forces threatening the Western Defense Command and the Western and Northwestern Sea Frontiers within tactical operating radius of occupied bases located within its area.

2. Support the Western Defense Command and the Western and Northwestern Sea Frontiers by attack on and destruction of enemy forces approaching within range of its bombardment aviation.

3. Within its area conduct the general air defense of the Western Defense Command and the local air defense of the vital areas and establishments exposed to aerial or naval bombardment.

4. Establish and maintain the Aircraft Warning Service within its area.

5. Provide air units to Fourth Army Ground Forces within the Continental United States for the services of observation, reconnaissance and liaison; and maintain and supply these units with personnel and materiel.

6. Conduct combat reconnaissance for its own information and security. Supplement naval reconnaissance by mutual agreement.

7. Cooperate with Naval Operating Forces in accomplishment of naval missions.

8. Cooperate with adjacent air forces and coordinate its action with them.

9. Cooperate with the Royal Canadian Air Force in defense of Western Canada and the northwestern portion of the United States.

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II. FORCES.

1. 4TH BOMBER COMMAND.

a. Mission.

(1) Conduct air offensives against hostile naval vessels and air forces within range of its aircraft.

(2) Conduct combat reconnaissance within its zone of action, coordinating the effort with naval reconnaissance agencies.

(3) Support the Western Defense Command and the defense forces of the Western and Northwestern Sea Frontiers by attack and destruction of hostile forces threatening the areas within their zone of action.

(4) Cooperate with naval operating forces in accomplishment of naval missions.

(5) Cooperate with adjacent air forces, and coordinate its action with them.

b. Organizations Available.

See Concentration Table, Appendix A.

c. Disposition of Units.

See Concentration Table, Appendix A.

d. Operation Procedures.

See 4th Bomber Command Operations Procedures, Appendix B.

2. 4TH INTERCEPTOR COMMAND.

a. Mission.

(1) Within its area, conduct the general air defense of the Western Defense Command and the local air defense of the vital areas and establishments exposed to aerial or naval bombardment.

(2) Establish and maintain the Aircraft Warning Service within its area.

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(Appendix No. 1 to Annex No. 5 - Air, Joint Pacific Coastal Frontier Defense Plan, Supporting Plan - 4th Air Force, Cont'd.)

(3) Support naval aviation and surface and sub-surface ships within radius of action of its aircraft.

(4) Support the Western Defense Command and the defense of the Western and Northwestern Sea Frontier by the attack of hostile forces within the radius of action of the aircraft.

(5) Exercise operational control of anti-aircraft and barrage balloons attached to the 4th Air Force.

(6) Cooperate with adjacent air forces and coordinate its action with them.

b. Organizations Available.

See Concentration Table, Appendix C.

c. Disposition of Units.

See Concentration Table, Appendix C.

d. Operation Procedures.

See 4th Interceptor Command Operation Procedures, Appendix D.

3. 4TH AIR SUPPORT COMMAND.

a. Mission.

(1) Support the Western Defense Command and the defense forces of the Western and Northwestern Sea Frontier by the attack and observation of hostile forces threatening the area within the radius of action of its aircraft.

(2) Provide Air Task Forces to the Fourth Army Ground Forces within the continental limits of the United States for the conduct of bombardment, reconnaissance, observation and liaison missions.

(3) Cooperate with naval operating forces in accomplishment of naval missions.

(4) Conduct air offensives against hostile naval vessels and air forces within range of its aircraft.

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(Appendix No. 1 to Annex No. 5 - Air, Joint Pacific Coastal Frontier Defense Plan, Supporting Plan - 4th Air Force, Cont'd.)

b. Organizations Available.

See Concentration Table, Appendix E.

c. Disposition of Units.

See Concentration Table, Appendix E.

d. Operation Procedures.

See 4th Air Support Command Operation Procedure, Appendix F.

III. INTELLIGENCE.

1. Collection of Information.

a. By the 4th Air Force.

(1) Distant reconnaissance by Air Force and Bomber Command reconnaissance units extending seaward as is necessary to maintain combat efficiency.

(2) By the 4th Bomber Command: Direct report of general combat intelligence obtained reference enemy forces.

(3) By the 4th Interceptor Command:

(a) Direct report of general combat intelligence obtained reference enemy forces.

(b) Aircraft Warning Service. (See Appendix D)

(4) By the 4th Air Support Command: Direct report of general combat intelligence obtained reference enemy forces.

(5) By Communication Intelligence:

(6) By all other sources:

b. Information desired from the Army:

(1) Hostile naval vessels in zone offshore or by aerial observation.

(2) Hostile activity in vicinity of harbors.

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(Appendix No. 1 to Annex No. 5 - Air, Joint Pacific Coastal Frontier Defense Plan, Supporting Plan - 4th Air Force, Cont'd.)

(3) Situation of Army troops defending against hostile attacks.

c. Information desired from the Navy:

(1) Approach of hostile forces at sea, indicating position, strength, composition, and direction of movements.

(2) Hostile naval vessels in coastal zone, indicating position, strength, composition, and direction of movement.

(3) Warning against hostile landing attempts.

(4) Indication of subversive activities observed by inshore patrol or coastal lookout organization.

(5) Unusual concentrations of small boats in nearby waters, particularly near San Francisco, Los Angeles, Long Beach, and San Diego.

2. Dissemination of Information.

a. Information obtained by units of the 4th Air Force will be transmitted by most direct means to the Information Center. Information of immediate urgent importance to the Army or Navy will be transmitted to those forces by the Information Center by the most direct means and without delay.

b. Periodic and special summaries will be furnished by the 4th Air Force to:

(1) Western Defense Command (Army).

(2) All Sectors Western and Northwestern Sea Frontier.

c. See paragraph VIII, Annex No. 5 (Air) to Joint Pacific Coastal Frontier Defense Plan.

IV. COMMUNICATIONS.

See Communications Plan, Appendix G.

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(Appendix No. 1 to Annex No. 5 - Air, Joint Pacific Coastal Frontier Defense Plan, Supporting Plan - 4th Air Force, Cont'd.)

V. COMMAND POSTS.

1. Present Location.

a. 4th Air Force Headquarters, San Francisco, California.

b. 4th Bomber Command Headquarters, San Francisco, California.

c. 4th Interceptor Command Headquarters, Riverside, California.

d. 4th Air Support Command Headquarters, Presidio of San Francisco, California.

END

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APPENDIX NO. 2

To

ANNEX NO. 5 - AIR

JOINT PACIFIC COASTAL FRONTIER DEFENSE PLAN

SUPPORTING PLAN - 2ND AIR FORCE

(TO BE FURNISHED BY COMMANDING GENERAL, 2ND AIR FORCE)

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APPENDIX NO. 3

To

ANNEX NO. 5 - AIR

JOINT PACIFIC COASTAL FRONTIER DEFENSE PLAN

SUPPORTING PLAN

PACIFIC SOUTHERN NAVAL COASTAL FRONTIER

(TO BE FURNISHED BY COMMANDER, PACIFIC SOUTHERN NAVAL COASTAL FRONTIER)

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APPENDIX NO. 4

To

ANNEX NO. 5 - AIR

JOINT PACIFIC COASTAL FRONTIER DEFENSE PLAN

SUPPORTING PLAN

PACIFIC NORTHERN NAVAL COASTAL FRONTIER

(TO BE FURNISHED BY COMMANDER, PACIFIC NORTHERN NAVAL COASTAL FRONTIER)

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APPENDIX NO. 5

To

ANNEX NO. 5 - AIR

JOINT PACIFIC COASTAL FRONTIER DEFENSE PLAN

SUPPORTING PLAN - ALASKAN AIR FORCE

(TO BE FURNISHED BY COMMANDER, ALASKAN AIR FORCE)

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S E C R E T

APPENDIX NO. 1

To

ANNEX NO. 7 - COMMUNICATIONS

JOINT PACIFIC COASTAL FRONTIER DEFENSE PLAN

RAINBOW NO. 5

1941

AIR

S E C R E T

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APPENDIX NO. 1

TO

ANNEX NO. 7 - COMMUNICATIONS

JOINT PACIFIC COASTAL FRONTIER DEFENSE PLAN

RAINBOW NO. 5

1941

AIR FORCES

1. GENERAL DIRECTIVE.

a. This Appendix outlines the Joint Communication Plan in support of Communications Annex, Annex No. 7, to Joint Pacific Coastal Frontier Defense Plan, Rainbow No. 5, 1941.

b. When communications facilities of either the Army or the Navy are inoperative or unequal to the volume of traffic, the communication facilities of the service not so affected will be equally available to the other service.

2. COMMUNICATIONS FACILITIES.

a. Commercial Facilities:

Commercial communication facilities will be employed to the maximum extent for the execution of this plan to augment military facilities. Economy will be practiced in the employment of private line telephone and teletypewriter facilities.

b. Army and Navy Facilities:

(1) Joint Facilities:

Communications facilities between Air Force Headquarters and Headquarters of corresponding Naval Coastal Frontiers and between certain of their lower echelons will be established. Joint wire facilities will be provided by appropriate Air Force Commanders. See Chart No. 1, Joint Communications, to accompany this Appendix.

(2) Army Facilities:

(a) 4th Air Force Facilities: See Chart No. 2, 4th Air

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Force, Communications, to accompany this Appendix.

(b) 2nd Air Force Facilities: See Chart No. 3, 2nd Air Force, Communications, to accompany this Appendix.

(3) Navy Facilities:

(a) Pacific Southern Naval Coastal Frontier Facilities: See Chart No. 4.

(b) Pacific Northern Naval Coastal Frontier Facilities: See Chart No. 5.

c. Aircraft Warning Services:

The Air Forces concerned will provide joint communications for the Aircraft Warning Services within their respective areas and for overlap. See 2 b (1), (2) and (3) above.

d. Location of Headquarters:

See V 19., Command Posts, Joint Pacific Coastal Frontier Defense Plan, Rainbow No. 5, 1941. (JDC-PCF-R5-41).

3. RADIO.

a. General Radio Instructions:

(1) The conduct of joint Army and Navy radio communications will be governed by Joint Army and Navy Radio Procedure - 1940.

(2) Radio communication will be used if wire is not available or fails for any reason.

b. Radio Channels:

See Charts Nos. 1, 2, 3, 4 and 5 listed in 2 (1), (2) and (3) above.

c. Call Signs and Frequencies:

(1) Until such time as a joint call book is promulgated, the Commanding Generals of the Air Forces in coordination with the Commanding General Western Defense Command, and the Commanders of the Pacific Naval Coastal Frontiers shall arrange promptly for the exchange of call sign and joint frequency plans.

(2) Coordination with the Royal Canadian Air Force will be had by the appropriate commanders concerned.

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d. Special Channels and Equipment:

Special equipment of each service including portable radio equipment, portable direction finders, mobile units and necessary operating personnel will be made available to the other service when circumstances dictate such need.

4. WIRE.

a. Telephone: See Charts Nos. 1, 2, 3, 4, and 5.

b. Teletypewriter: See Charts Nos. 1, 2, 3, 4, and 5.

c. TWX:

(1) Teletypewriter Exchange Service (TWX) will be established at the following headquarters and installations:

Western Defense Command

Pacific Southern Naval Coastal Frontier

Pacific Northern Naval Coastal Frontier

4th Air Force

2nd Air Force

11th Naval District

12th Naval District

13th Naval District

4th Interceptor Command

4th Bomber Command

4th Air Support Command

2nd Interceptor Command

2nd Air Support Command

2nd Bomber Command

San Diego Control Filter Center

Los Angeles Information Center

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San Francisco Information Center

Portland Information Center

Seattle Information Center

(2) Where any station has an "unpublished" TWX Number care will be taken to guard this status.

5. INTELLIGENCE.

a. Enemy Communications:

Air Force Commanders and appropriate Naval District Commandants will arrange for the rapid exchange of any information obtained relating to enemy communications facilities which may be of value to their joint operations.

b. Radio Intelligence:

(1) The Commanding General, Western Defense Command, the Commanding Generals of the Air Forces and the Commanders, Pacific Naval Coastal Frontiers will maintain and operate such radio intelligence activities as are prescribed by the War and Navy Departments.

(2) Exchange of radio intelligence will be effected between the several agencies through proper channels.

6. VISUAL.

Joint visual communications will be in accordance with the general provisions of Art. 172, Sub-section V, Chapter IX, Joint Action of the Army and Navy.

7. COURIER SERVICE.

Courier service between Army and Navy elements will be established as the needs for such service become manifest to the Service commanders involved.

8. AUTHENTICATION AND RECOGNITION SIGNALS.

a. Authentication:

Systems of authentication of dispatches and voice communications to be used in joint communications will be prepared and issued from time to time by the Commander, Pacific Southern Naval Coastal Frontier in collaboration with the Commanding General, Western Defense Command and the Commander, Pacific Northern Naval Coastal Frontier until such time as the War and Navy Departments promulgate universal systems.

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b. Recognition Signals:

Joint recognition signals and identification signals are being provided by the War and Navy Departments. Pending their receipt necessary systems of signals will be prepared and issued to all interested agencies by the Commander, Pacific Southern Naval Coastal Frontier.

9. COMMUNICATION SECURITY.

a. General:

All classified messages between the Army and Navy transmitted by radio and landwire, including telephone, shall be encrypted according to their classifications except in cases where speed is paramount. The delay incident to encrypting and decrypting will in many cases, not be advisable, especially when submitting contact reports of enemy aircraft and submarines. The Commanding Officer or his authorized representative shall decide whether or not a message should be encrypted or sent in the "clear". Telephone conversations in the "clear" must be guarded to avoid disclosure through wire tapping.

b. Special:

All contact reports on aircraft within two hundred (200) miles of the coast will be transmitted in the clear, unless the Commander of the reporting agency decides that such report would endanger his station.

10. CODES AND CIPHERS.

a. Army: In the Army the use of codes and ciphers will be governed strictly by the provisions of Army Regulations 380-5, "Safeguarding Military Information," dated June 18, 1941, and of current War Department instructions governing the use of "Cryptographic Systems."

b. Navy: In the use of codes and ciphers the Navy is strictly governed by the provisions of Navy Regulations, 1920, Art. 75½ and Chapter 4, Communication instructions, 1939.

c. Joint: Encrypted intercommunication between the Army and Navy will be conducted in accordance with current instructions of the respective services.

5 Inclosures (Charts)

1 - JOINT COMMUNICATIONS
2 - 4TH AIR FORCE COMMUNICATIONS
3 - 2ND AIR FORCE COMMUNICATIONS
4 - PACIFIC SOUTHERN NAVAL COASTAL FRONTIER COMMUNICATIONS
5 - PACIFIC NORTHERN NAVAL COASTAL FRONTIER COMMUNICATIONS

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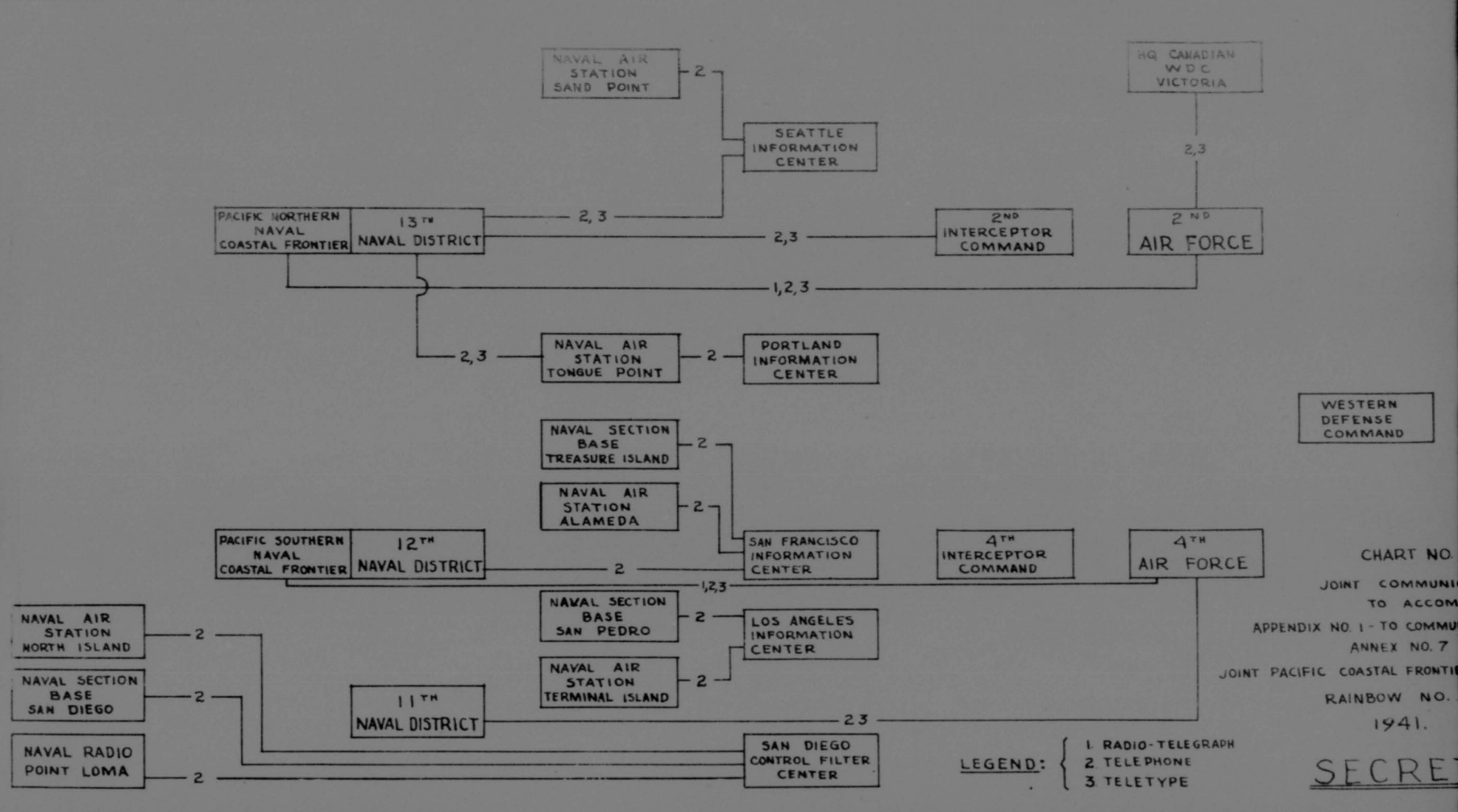

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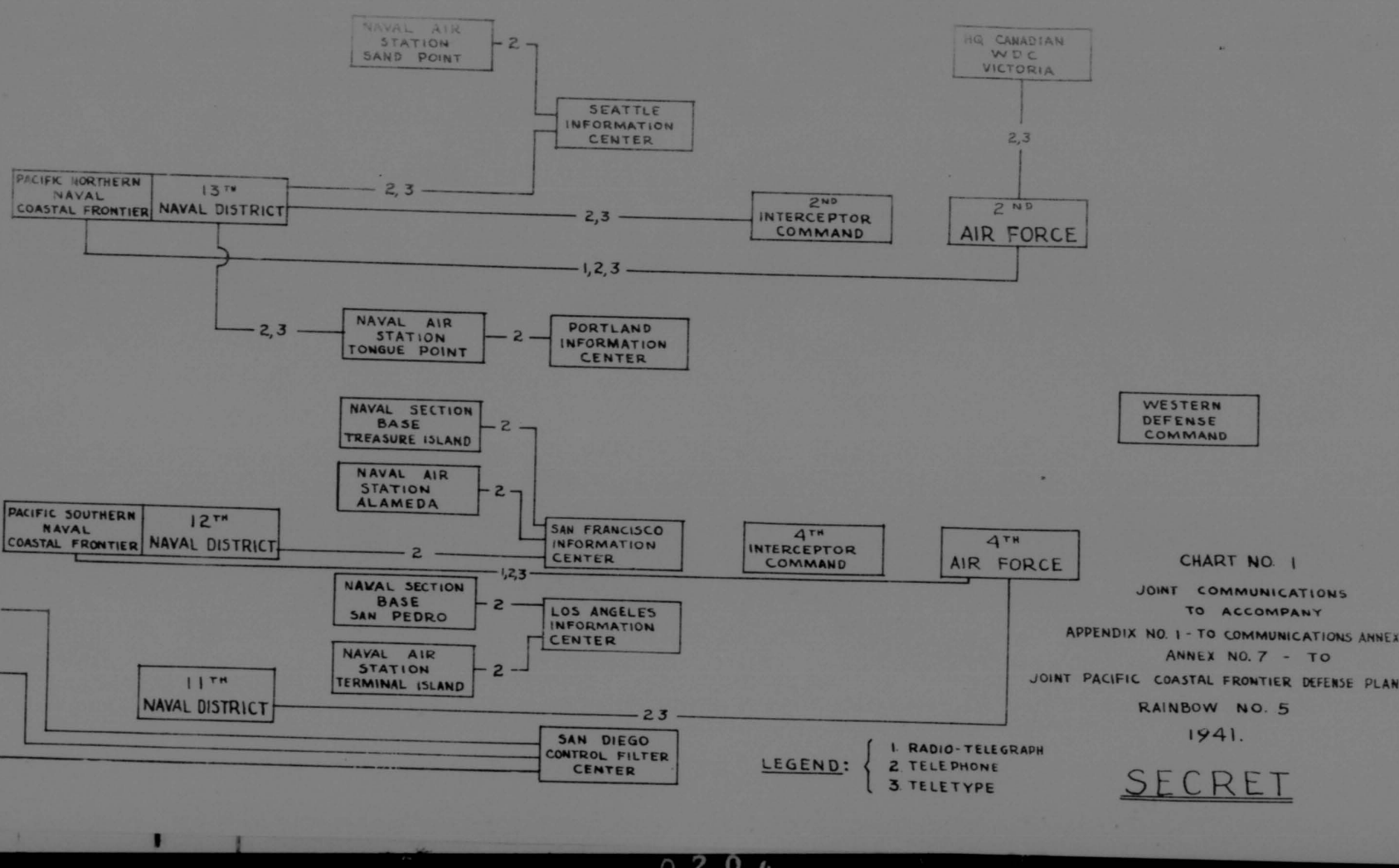

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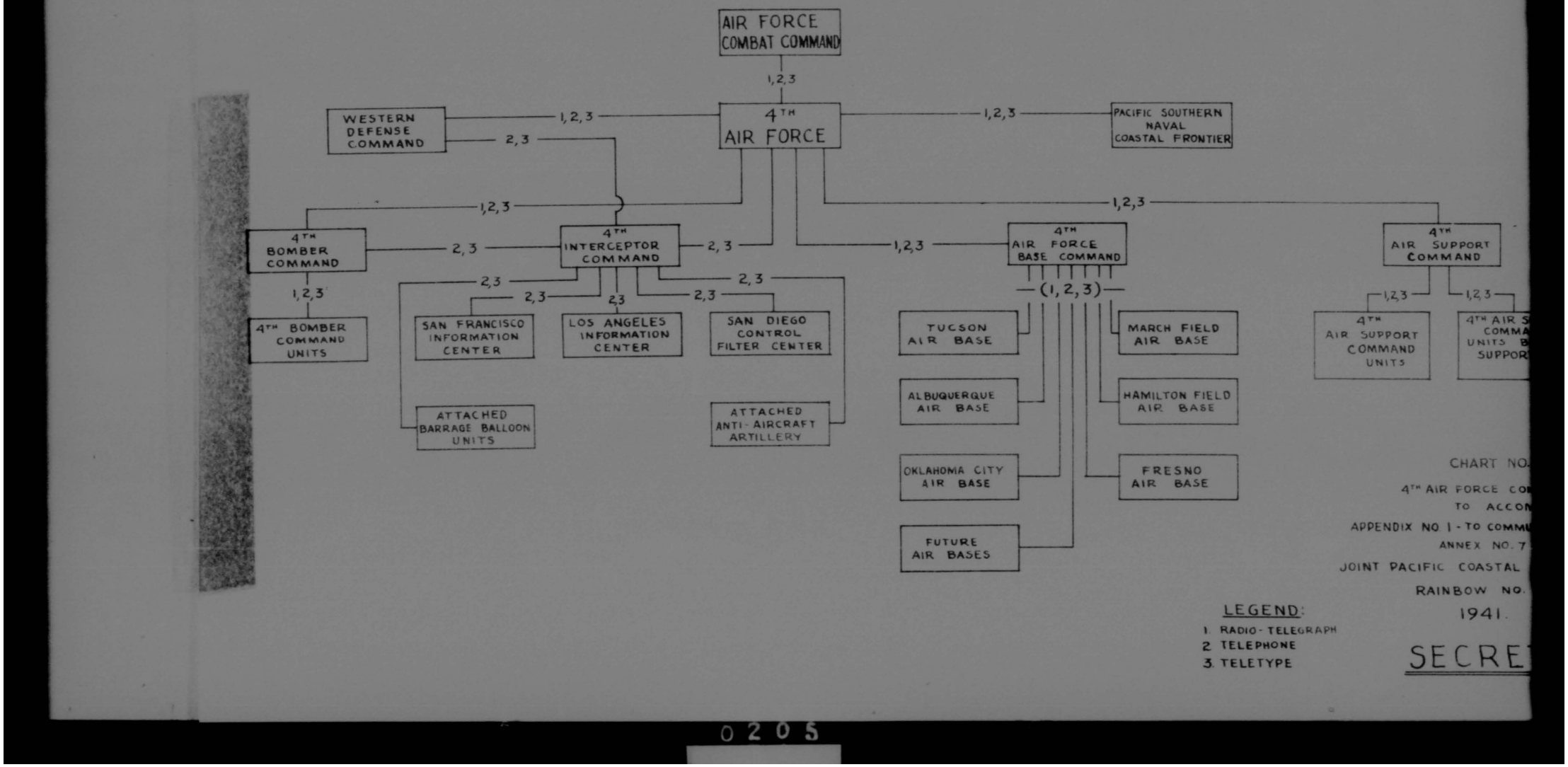

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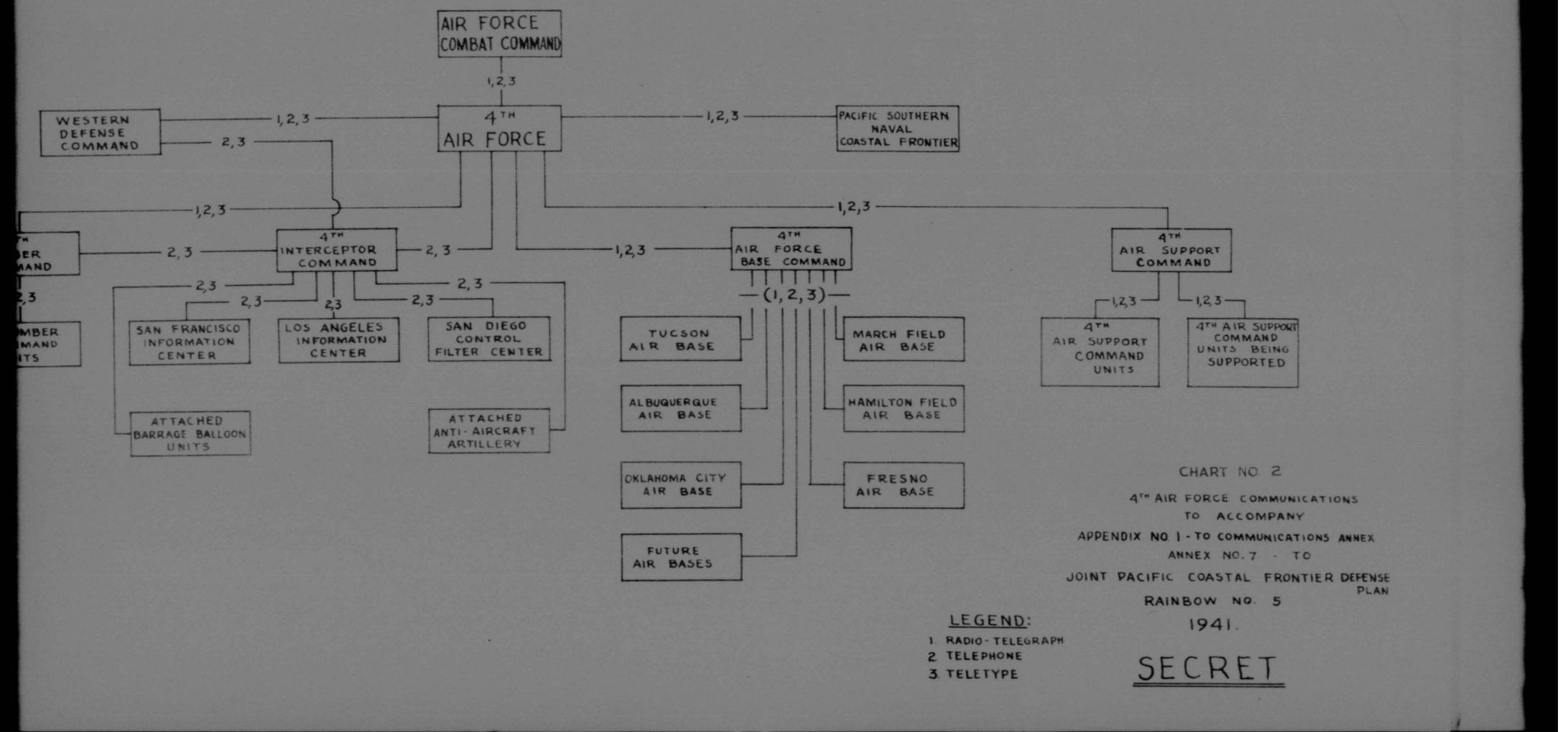

CHART NO. 2

4TH AIR FORCE COMMUNICATIONS

TO ACCOMPANY

APPENDIX NO. 1 - TO COMMUNICATIONS ANNEX

ANNEX NO. 7 - TO

JOINT PACIFIC COAST FRONTIER DEFENSE PLAN

RAINBOW NO. 5

1941.

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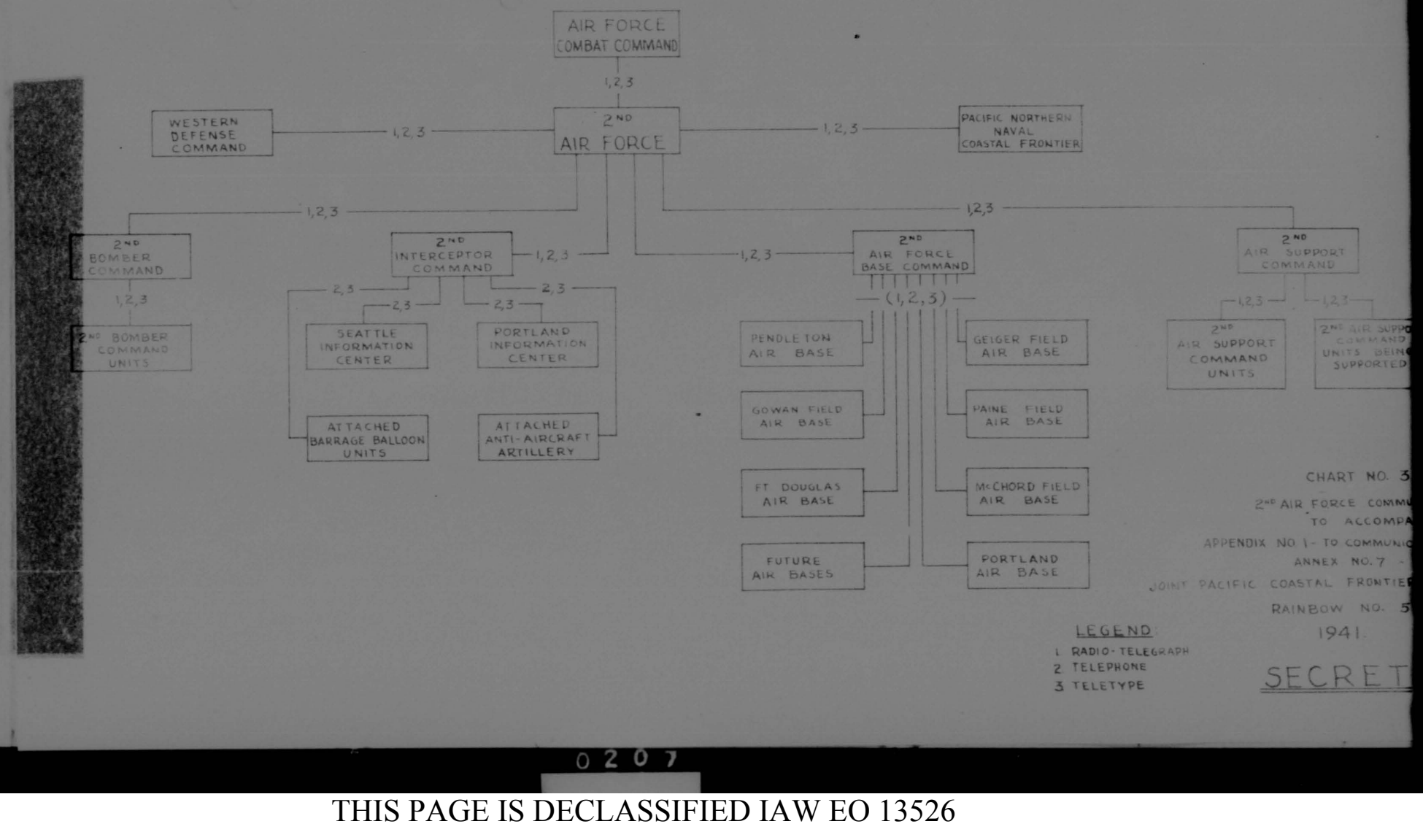

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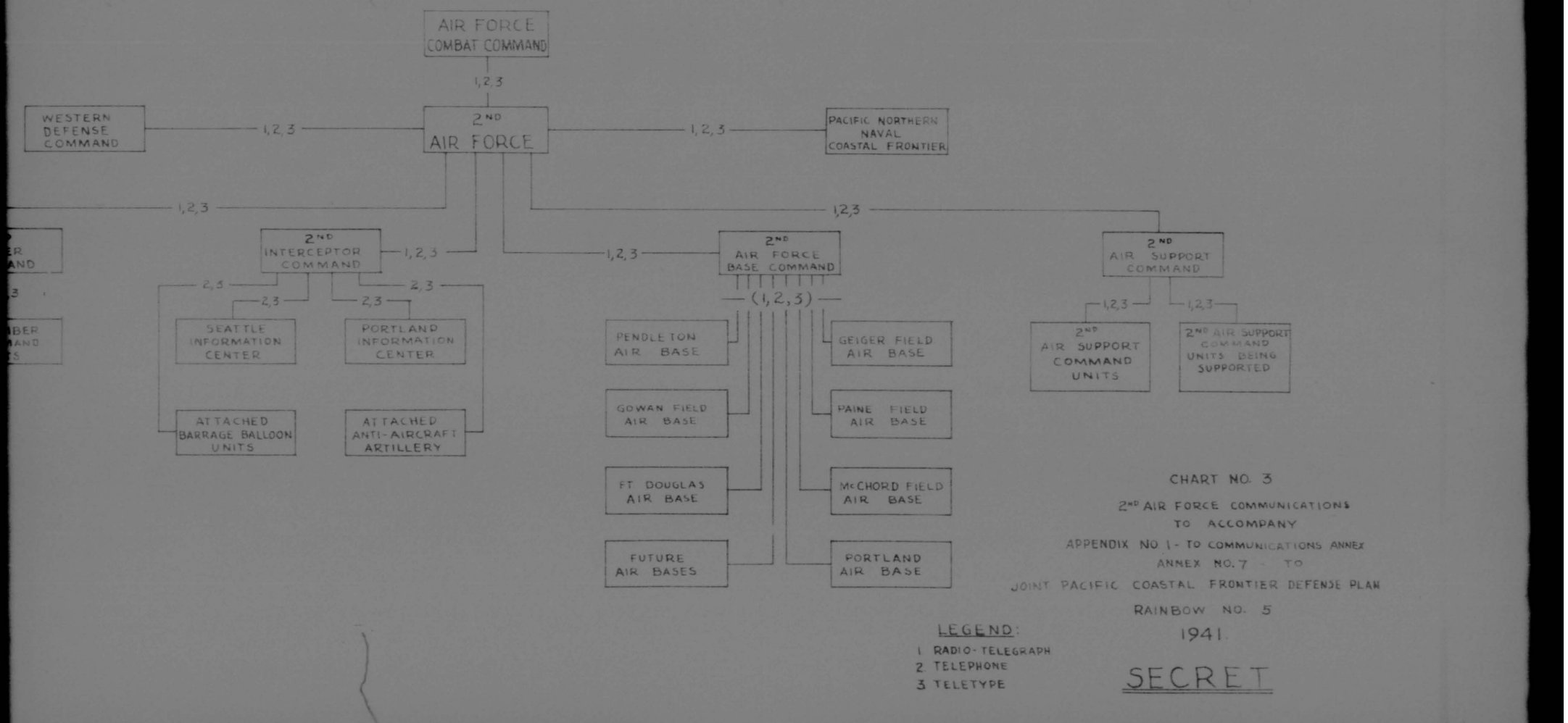

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CHART NO. 4

PACIFIC SOUTHERN NAVAL COASTAL FRONTIER COMMUNICATIONS

(TO BE FURNISHED BY COMMANDER, SOUTHERN NAVAL COASTAL FRONTIER)

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CHART NO. 5

PACIFIC NORTHERN NAVAL COASTAL FRONTIER COMMUNICATIONS

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OBSERVATIONS OF RUSSIAN EQUIPMENT AND OPERATIONS

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WINTERIZATION

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WINTERIZATION

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WINTERIZATION DESIRED BY USSR ON A-20

1. Additional front shutters controlled from the pilot's cabin must be installed on the front of the motor to prevent the overcooling of the motors.

2. All rubber packing of the hydrosystem must be replaced and in the future made only of frost-resisting rubber assuring normal operation of the packing at temperatures minus 50° C.
The present rubber packing on the planes allows liquid to leak out of the system at temperatures minus 40° C.

3. All tires and inner tubes for the wheels must be made of frost-resisting rubber to assure their function at temperatures down to minus 50° C.
The present tires and tubes rapidly disintegrate and go out of order at low temperatures.

4. The drain plugs of the oil system must be replaced by cocks assuring convenient drainage of oil in winter time.

5. Install a shunt tap (by-pass) in the oil system to prevent damage to the oil radiators in starting.

6. Fill the hydrosystem and the shock absorber struts with a liquid that does not freeze at a temperature of minus 50° C.

7. All joints and friction parts must be lubricated with a lubricant freezing at very low temperatures to assure operation of the parts at temperatures minus 50° C.

8. The tube of pressure transmission to the oil pressure gauge must be filled with a liquid freezing at very low temperatures.

9. For convenience in servicing replace the screws on the hatch at the drainage pipe of the oil radiator on the A-20 with fasteners of the "Dzus" type.

10. Install a dog ratchet on the propeller hub for automatic starting in winter conditions.

11. Supply the fittings for air inlet of the shock absorber struts with standard thread (metric) to fit booster pump and air bottle (size: 10 mm. - diameter; 1.5 mm. - pitch; 15 mm. - length).

12. Insulate the metal lines of the oil system, oil tanks and oil radiators with heat insulating materials.

13. Insulate the rubber hose of the gas system with asbestos insulation to prevent damage to the rubber when warming the motor with heating means.

14. Supply the planes with warm covers for the motors and cushion-shields for the oil radiators.

15. The planes taking the eastern route to the Soviet Union must have catalytic furnaces or arctic flame furnaces of the APL-1 type for warming up the motors in cases of forced landing, and warm covers and cushion-shields for the oil radiators.

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WINTERIZATION DESIRED BY USSR ON P-40 TYPES

Planes put in operation after October 1, 1942, must have:

1. Retractable ski-type landing gear.
2. Warm covers for the propellors, motors, and radiators.
3. Insulated lines as follows:
   a. In cooling system:
      (1) Steam drain pipe leading from the motor block to the expansion tank.
      (2) Drain pipes leading from the motor blocks to the radiator lines.
   b. In the oil system:
      (1) The line of the suction avenue in the sector from the oil tank to the oil radiator.
      (2) The line from the oil pump to the oil tank.
      (3) The drainage tube of the oil tank.
      (4) The oil tank.
4. Installed taps in the oil system:
   a. For draining the oil from the oil tank.
   b. For draining the oil from the outgoing oil line leading from the radiator to the tank (on Tomahawk).
   c. For draining the oil from the line (install tap in place of plug).
5. Install taps in the cooling system:
   a. For draining the cooling liquid from the pump (instead of plug) and water radiators.
   b. Lines assuring complete drainage of the cooling liquids and oil (i.e., eliminate the present "pockets" - the lowest points of the lines where it is difficult to drain the oil from).
   c. The peep hatches and hatches opposite the drain taps of the cooling liquid and oil.
   d. Leading the drain pipe of the gas and oil tanks into a stream of warm air.
   e. The possibility of working with water or using anti-freeze with the freezing temperature of minus 45° C.
6. Frost resisting rubber on the wheels, wheels of the chassis, and all rubber packing of the hydrosystem of the chassis.
7. Fill the hydrosystem with a mixture with a freezing temperature of minus 50° C.
8. Insulate the handles of the aircraft tools attached to each plane.
9. Prepare and print a number of albums, photos, sketches, and drawings of the changes made for winter use.

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WINTERIZATION DESIRED BY USSR ON B-25C

1. Additional front shutters controlled from the pilot's cabin must be installed on the front of motor to prevent the overcooling of the motors.

2. All rubber packing of the hydrosystem must be changed and in the future made only from frost-resisting rubber assuring normal operation of the packing at temperatures of 50° below 0 C.
The present rubber packing on the planes allows liquid to leak out of the system at temperatures below 0° C.

3. All tires and inner tubes for the wheels must be made of frost-resisting rubber to assure their function at temperatures down to 50° below 0° C.
The present tires and tubes disintegrate and go out of order rapidly at low temperatures.

4. The drain plugs of the oil system must be replaced by drain cocks assuring convenient drainage of oil in winter time.

5. Install a shunt tap (by-pass) in the oil system to prevent damage to the oil radiators in starting.

6. Fill the hydrosystem and the shock absorber supports with a liquid not freezing at a temperature of minus 50° C.

7. All joints and friction parts must be lubricated with an lubricant freezing at very low temperatures to assure the operation of the parts at temperatures of minus 50° C.

8. The tube of pressure transmission to the oil pressure-gauge must be filled with a liquid freezing at very low temperatures.

9. Install a dog on the propeller hub for automatic starting in winter conditions.

10. Supply the fittings for air inlet of the shock absorber struts with standard thread (metric) to fit the booster pump and air bottle (size: 10 mm. - diameter; 1.5 mm. - pitch; 15 mm. - length).

11. Insulate the metallic lines of the oil system, oil tanks and oil radiators with heat insulating materials.

12. Insulate the rubber hose of the gas system with asbestos insulation to prevent damage to the rubber when warming up the motor with heating means.

13. Supply the planes with warm covers for the motors and cushion-shields for the oil radiators.

14. The planes taking the eastern route to the Soviet Union must have catalitic furnaces or arctic flame furnaces type AFL-1 for warming up the motors in case of forced landings, warm covers and cushion-shields for the oil radiators.

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Planes put in operation after October 1, 1942, must have:

1. Winter landing gear (skis retractable in flight).
2. Warm covers for the screw-motor group, motor reduction gear, also prepared cushion-shields for the radiator tunnels.
3. Insulated lines:
   a. In the cooling system:
      (1) Pipe from the expansion tank to the pump.
      (2) Pipe from the radiator to the pump.
      (3) Steam drain pipe leading from the motor blocks to the expansion tank.
      (4) Drain pipe leading from the tank to the outside of the right side of the fuselage.
   b. In the oil system:
      (1) Pipe from tank to delivery pump.
      (2) Pipe from radiator to tank.
      (3) Drainage tubes from tank to motor oil pan.
      (4) Oil tank of the motor.
   c. In the reductor oil system:
      (1) Tube from tank to pump.
      (2) Tube from pump to tank.
      (3) Drainage tube from tank to reductor oil pan.
      (4) Oil tank (the cover must be easily removable for cases of thorough warming up by heaters).
4. Oil lines and cooling lines assuring quick and complete drainage of liquid and oil (absence of pockets - low points in the lines).
5. Installed drain cocks assuring quick drainage of liquid.
   a. In the oil system:
      (1) Taps for draining oil lines and radiators.
      (2) Taps for draining the box of thermostats of the oil radiators.
   b. In the cooling system:
      (1) Tap for draining the radiators (instead of plug).
      (2) Have hatches 100 x 100 mm. in the sleeves opposite the taps.
6. Install special receiver at outlet of oil pressure near motor transmitting the pressure of a low-freezing liquid with which the line running from this receiver to pressure gauge is filled.
7. Frost-resisting rubber on the chassis wheels and for packing.
8. Leading the drainage from the gas and oil tanks into a stream of warm air.
9. Insulated handles of aircraft tools (motor and plane, attached to each plane).

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10. Foreseen possibility of working with water or using anti-freeze with a freezing temperature not lower than minus 45° C.

11. Fill the hydrosystem with a mixture with a freezing temperature of minus 50° C.

12. Prepare and print a number of albums of photos, sketches, and drawings of the changes made in the plane for use in winter conditions.

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WEATHER FACILITIES

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GENERAL NOTES ON RUSSIAN HYDROMETEOROLOGICAL SERVICE

1. Jurisdiction:

Prior to war, services were under civil administration but have since been placed under complete military control. General Fedorov, the director, was commissioned after war was declared, and in many other instances men holding key positions were likewise commissioned, converting the whole into a purely military organization. All department heads are now either Naval, Army, or Air Force officers; with civilians, both male and female, working in their departments. Most Army officers serving in the central organizations are members of the technical services branch.

2. Regions:

In regional or territorial centers weather information is collected every two hours where needed for aviation interests. Regions are now organized to cover each republic, if practicable.

3. Training:

The education and training of meteorologists is accomplished somewhat as follows:

Schooling for all Russian children consists of what is called a "main" school, consisting of from 7 to 10 years of elementary instruction similar to our grammar and high schools. For comparison I believe the 7 year course is about equivalent to our grammar school training, and the 10-year course to a high school education.

Following this schooling are what are called "Teknikum's". The Teknikum's comprise a 3-year course of specialized training and can replace the last 3 years of the main school. That is to say in order to attend a Teknikum one must have completed at least 7 years of main school. Teknikums are operated by the various departments of the government for the purpose of training specialists for their particular departments.

Prior to the war the Hydro Met Service had 5 of these institutions. Two have been lost and now there are 3 institutions of this nature training meteorological personnel for government service. In view of the low level of total education, the graduates of these schools usually are employed as map plotters, observers, and assistant forecasters. Their total training is less than that of our high school graduates, but the last 3 years are spent primarily on elementary meteorology and allied subjects, so a rather satisfactory type of "Observer" is produced.

Beyond this school is the "High School". Aspirants for this education must have completed at least 10 years of "Main School". The course in high school lasts from 4 to 5 years and is highly specialized in the type of work for which it is intended.

The Hydrometeorological Service has 2 such schools. In them are trained both hydrologists and meteorologists. These schools turn out, after 4-5 years, well-qualified hydrological and meteorological scientists and forecasters.

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At present one of the schools is devoted to teaching civilians, and the other to teaching military personnel.

In addition to these, special instructions are given by the service to qualified applicants in the subjects of Meteorology and Hydrology, to augment the output from these two schools and fill in for the war needs.

4. Statistical Organization:

Statistical organization is progressing rapidly at present in the Hydrometeorological Service. An effort is being made to file and record all climatological data by a mechanical punch card system, similar to our perforated index systems. The Archives are now being worked over and approximately 1/3 of all climatological data has been classified and indexed on perforated cards. General Feodorov estimated approximately 20,000,000 rubles per year were paid in salaries to those making calculations from old records under the old system and, in addition, a saving of 120,000,000 rubles spent for recording and computations would be realized by the installation of the machine record system. He was extremely enthusiastic about the project and expected complete operation within a year.

It was interesting to note, also , that they have started recording and filing, by this system, all past synoptic charts by types of weather. Quite parallel to our ideas they are working on one system of forecasting from analogous situations. It will be possible when this system is complete to press a button for the type of map for today and have jump up x 20 or 30 charts with similar situations for comparison. The following days "maps" are then immediately available for use in forecasts.

5. Long period weather forecasting is being taken quite seriously and also long period hydrological forecasting.

6. Verification of Forecasts:

Work is just being completed after 2 years of study on a system for the verification of forecasts. Up to the present all forecast centers have been required to verify according to certain specifications their own forecasts and submit the reports with supporting data every four months. With this as a basis development has proceeded and a new system is being worked out which is thought to be the answer and last word. *I plan to get this,*

7. Location of Stations:

Through the verifications of forecasts submitted by various regional directors it was discovered that there was very little difference between the forecasts made in sparsely-covered Siberia and the well-covered European Russia. Investigation and research brought about a "minimum" for reporting stations necessary to properly forecast temperatures. Another minimum has been worked out for forecasting the pressure field, etc. Based on this it was found that at present there are too many reporting stations in Russia, but not located correctly. A plan is in effect to possibly cut some of the European stations and augment the Siberian situation where possible. It was estimated that a maximum of 4,000 synoptic and spot weather stations were necessary in the whole of Russia, as opposed to an existing 20,000. For record purposes it was determined that a total of from 40-50,000 rainfall stations would be needed, as opposed to an existing number 3 or 4 times this amount.

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6. Instrument Research:

Instrument research is progressing; however, even though the present instruments are obsolete, General Feoderov points out that at least they are all the same and tend toward uniformity in reports. He did mention a great interest in developing remote reading instruments (similar to our "Weather Man"), which are now being developed.

He mentioned that the Russians were the first in the field of radiosonde development, but since the beginning they have not progressed. Our instruments admittedly are superior at present, but a new instrument*, which I shall see, has been developed and soon will be in production. This instrument reputedly is much lighter and more efficient than the British one, and possibly our own.

I asked about automatic stations and received an enthusiastic answer. One has been developed and has been under service test in the Arctic for about six months. This instrument, he states, is capable of remaining in operation without attention for one year. Its radio transmits a signal 6-800 kilometers, and is exceedingly accurate and dependable. The whole unit, unfortunately, weighs 4,000 pounds.

I asked about light instruments to be dropped from aircraft and he admitted development but with little success as yet.

9. Weather Reconnaissance Aircraft:

The Russians have no special organization within the Air Force for obtaining weather reports from aircraft. However they do obtain pilot reports from reconnaissance and bombing missions. These are quite sketchy and are of little value to anyone but the local operational weather officer.

*See report on visit to Central Observatory

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ORGANIZATION OF THE CENTRAL WEATHER INSTITUTE IN MOSCOW

The Central Institute in Moscow is an integral unit of the Hydrometeorological Organization of the U.S.S.R. It is directed by an officer of the rank of Major, with an assistant or deputy of the same rank.

The Central Institute of Weather is concerned solely with the preparation of forecasts for use throughout all parts of the country.

It is divided into the following department; the head of each being an officer in the Army or Navy.

1. Long Range Forecast Division:
   Prepares forecasts for periods from 5 days to 90 days.

2. Short Period Forecast Division:
   Prepares forecasts up to 48 hours, also analyses and upper air analyses. Both analyses sent to all local centers 4 times daily. A daily weather bulletin is prepared, including copy of synoptic map; precipitation and temperature charts; and detailed, complete reports from a great number of stations for each synoptic period of the past 24 hours. These bulletins are delivered to government offices only, and I believe only in Moscow.

3. Technical Works Division:
   Prepares all synoptic charts, etc. This is purely a plotting and decoding section and prepares all material for use in all forecasting sections. Women and men are both employed.

4. Communication Section:
   Coordinates the collection and dissemination of reports with proper communications authorities.

5. Marine Forecast Division:
   Forecasts only, are prepared for broadcast to the fleet and merchant marine. These forecasts are principally of ice conditions.

6. Divisional of Experimental Works:
   In the process of organization only. Duties to test and evaluate forecast methods.

7. Administrative Division:
   Is the supply section of the Weather Institute.

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VISIT TO CENTRAL WEATHER INSTITUTE

1. Communications Section:

The communications section was first visited, and revealed a quite crowded, 4-room layout with all teletype receiving and transmitting equipment in one room. Teletype tape cutting room was next door, and radio equipment in the two adjoining rooms.

All teletype machines but one were of Russian design and appear to be obsolete. One was the Russian reproduction of our model 15, practically an exact replica, even to the smallest detail.

All radio equipment appeared to be of Russian design. Both CW and voice are used in the dissemination of information from the Institute. All collections are made by CW. The same numeral cipher is used with the transmission by voice as by key. The reason for voice transmission appears to be a shortage of radio operators.

As well as I could gather, the head of this section was responsible for maintenance and operation of all communications equipment in the unit. It appears also that information transmitted by wire is collected in the Central Telegraph office and relayed to the Institute as it becomes available. All communication facilities are coordinated through the Commissar of Communications, and under his control, I believe, except for maintenance and operation.

2. Technical Services Section:

Next to the communications section was the technical services division, crowded into one room, with men and women working in every available spot, plotting synoptic charts, diagrams, etc. Two complete synoptic charts are drawn each synoptic period, one of European Russia, and one of Siberia. The code section was part of this unit. A staff of 9 comprised the code unit.

The plotting was, if anything, a bit neater than our own, done with extremely fine pointed pens and in characters smaller than those used by the majority of our plotters. They were, as a whole, extremely neat. Red and black ink were used and the ink was contained in small, double wells affixed to the tables. The plotters worked rapidly and accurately, apparently enjoying their work, though it was their only speciality. Station models were similar to ours.

Due to the great area of the U.S.S.R., the Soviets have found it advisable to collect all reports on the International synoptic time schedule with each station taking its synoptic observations at 0700, 1300, 1900 and 0100 local mean solar time. This procedure gives a map of varying times, although, theoretically, the same relative time. For example the observation from Vladivostok for the 0700 map would have been taken hours before the Moscow report but would represent the same part of the day, rather than the opposite as would be true if all observations were made simultaneously. It is difficult to evaluate the distortion in the isobaric field against the true diurnal temperature and humidity picture available. Diurnal pressure variations are shown uniformly on this type of map and according to the Russians make this a much more representative chart.

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3. Short period Forecast Section:

The short period forecast division was adjacent to the Technical Section. The Norwegian System with minor variations was employed in drawing the maps. Isallobaric fields were entered but only on one side of the fronts I examined. Projected fronts were not drawn. Gradient wind scales only are used for frontal movements and although the meteorologists knew of Petterson's method, all unanimously agreed that although they had probably not given it a proper trial, it had just never worked out as well as the simpler gradient method.

European analyses are received daily from England and plotted faithfully on separate charts for comparison and assistance; but apparently they are found, at least 50% of the time, to disagree with their own analyses and are not used extensively. Coverage received from outside Russia is shown on accompanying charts.

Adiabatic charts and temperature graphs are drawn for all upper air stations received, usually between 20 and 25. Upper air contour charts for the levels 900, 700 and 500 Mb. and a thickness chart between 1000 and 500 millibars are also drawn for each period.

No type of Isentropic chart is used. Another chart is drawn up showing an isobaric field which is the forecast field for the following day. Those I saw for the past 3 days were unusually accurate. These are drawn up from calculations based on a system being developed by a Professor (Klewer?). I was invited to meet the Professor, who is now in Sverdlovsk, and have the system explained first hand. I saw no calculations and no one present was willing to attempt to explain the theory and method.

Atmospheric disturbances were plotted by triangulation from two observing stations and compared with the synoptic charts for correlation and also location of thunderstorm activity. No wind aloft except the constant pressure upper air contour charts were drawn in this division. RAOB's and PIBAL's were coming in twice daily at 0, 100, and 1900.

Daily forecast bulletins were complete (see sample) with synoptic chart, precipitation and temperature charts, and detailed forecasts for Moscow and vicinity, also for a few other selected locations. Temperatures at synoptic times, total precipitation, and predominant weather, are entered for a large number of stations over Russia, on this bulletin in tabular form.

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Visit to Long Range Forecasting Division of Central Weather Institute, Moscow

The first visit to the long range forecasting division of the Weather Institute was spent in listening to a discussion of the method and technique of the system used by the Soviets. Due to the inability of the chief of this division to speak English, and a rather poor interpreter, I was unable to grasp all points of the theory discussed, however I obtained a Russian text on this subject and believe with what I observed, a satisfactory outline of the system may be available.

The long range section came into being in 1939. Prior to that date considerable research was made by the technical institute, and it was decided that although the system was not complete and totally accurate, practice and regular use of the forecasts would determine their value and tend to develop and improve the system. Actually the first unofficial weekly and monthly forecasts were made in 1922. Seasonal forecasts were issued in 1922, 1923, and 1925. These were resumed under the new system in 1939 with 3 day, weekly, monthly and 3 monthlies now being issued. At present there are 5 weather centrals in Russia issuing long range forecasts. The division here in Moscow controls the methods and policies governing forecasts issued by the other four units, but does not in itself issue operative forecasts. Its forecasts are made purely for research and development purposes. Forecasts are issued here for the European Russian area, also the area comprising western Siberia.

The system used is one developed by a Professor Multanoufsky? For convenience in the use of this system the year is divided into five natural seasons which are said to vary from year to year within six days of the means setup as follows: spring between March 13 and May 18; summer between May 18 and August 13; Autumn between August 13 and October 5; pre-winter between October 5 and December 27; winter between December 27 and March 13. The weather within the seasons varies uniformly and can be determined by its initial structure and the forecasts made during the preceding three months.

The system is based on position and trajectories of polar anti-cyclonic axes and movements of associated low pressure areas. Trajectories of polar anti-cyclones are plotted and filed in mean; associated phenomena for each type of trajectory are indexed. The processes of development of the systems of various types are also tabulated for reference purposes. All are referred to natural seasonal periods and reference is made only to the seasonal file involved, for the particular axis association and development desired in the preparation of the forecasts. A book has been compiled showing all the typical mean axes of anti-cyclonic paths with the setup of associated cyclones. Another book contains temperature distribution, referred to a normal, for each particular axis type.

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All processes of the basic book are broken down into four general sub-classifications based on:

1. The main general sequences followed (all possible variations).
2. The bases of analyses, as temperature, pressure distribution, etc.
3. The governing synoptic seasons.
4. Determinations by axis (not sure).

Research reveals that the Arctic basic pressure minimum (not cyclonic) requires 24 days normally to circle the globe. The polar basic low requires 33 days to complete this circuit. Based on this and observation of past processes it has been found that ultra polar outbreaks or similar basic movements may be seen to recur each 90 days or each 150 days. It appears to me that these might better have been ~~23~~ 99 and ~~30~~ 154 days for agreement.

In the preparation of a monthly forecast the current synoptic charts are analyzed for the purpose of marking the distinguishing ultra polar axis. These computations are started approximately 3 months prior to the month in question in order to refer to a possible 90 day cycle. The characteristic type of season is analyzed and immediately the files are searched for analogous past situations. Analogies are searched in seasonal types, kinematic charts of variations from normals in temperatures and precipitation, time of melting of snow, snow cover, ice cover, etc. Searching for these analogies is done manually, however all various types are catalogued in perforated card index and all findings are rechecked by means of the card system. Control within the development of the system is obtained by using several points in various stages of development. Each of these brings out more possibilities for a complete analogy. When all possible combinations have been checked, one past year is selected which satisfies all, or the most of, the analogies attempted. This year is used as the basis of the forecast. If several years are determined, all of which fit the requirements of all analogies, one of these is selected for inspection. The mean of several years is never used, in cases of this nature, since the resultant process is not considered true or even possible, while any one of the years taken separately was known to have provided a solution previously and would be more apt to occur than an idealized situation.

I inspected the results of a forecast which was published in synoptic map form by day for the month in question, accompanied by maps showing temperature variations from normal, precipitation variation from normal, etc. There were several days which showed remarkable similarity to the actual situations and still others which deviated

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quite markedly. All errors were graphed and recorded for purposes of research and improvement. The opinion of the Soviets I talked with on this matter, was that it is not in any way perfect, however it is far superior, by statistical proof, to using mean values for the forecast conditions. That must prove that it is truly better than no forecast, which proof we have not definitely established for any of our systems. *or have we?*

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Visit to Central Meteorological Observatory, Sept. 5, 1942

The Central Meteorological Observatory is situated approximately 18 kilometers north of Moscow. It consists of several acres of flat pasture land with one long single story building and a typical meteorological observing station.

Prior to the war this Observatory was engaged in extensive upper air research. It was equipped with 44 free balloons of 2,000 cubic meter capacity, and 5 strato balloons of 76,000 cubic meter capacity. In addition, Raysonde and Pibal equipment was available in unlimited quantities for this work.

Two of the strato balloons were wrecked, however; three were still in operation when Russia went into the war. An interesting experiment with one of the strato balloons rigged in such a manner that it would form its own parachute for descent, ended disastrously, but the three man crew descended safely by parachutes. This flight terminated at 16,700 meters when the crew attempted to convert the balloon, and a static discharge ignited the hydrogen. The gondola fell free and the crew escaped. The gondola was examined by us and revealed a strikingly small amount of damage after a fall of over 16 kilometers. It landed upright and was dented about 8 or 10 inches on the base. The weight, equipped but without its 3 man crew, was approximately 400 kilograms. Diameter approximately 8 feet. The highest flight was recorded at approximately 19 kilometers.

The smaller balloons were used for research within air masses in some cases. Sometimes 3 or 4 would take off simultaneously, and maintaining different altitudes, would ride as far as possible with the air mass, recording the changes in meteorological structure. One of the longest flights of this nature was made from Moscow to NovoSibersk, a distance of approximately 3,000 kilometers. This flight consumed 70 hours. All balloon operation ceased with the beginning of war, and present research is confined to the results of meteorographic reports from airplanes and raysondes.

Flights of the balloons were made usually one or twice weekly, during the year prior to the war. Multiple flights brought the total up to about 25 per month.

A large hydrogen plant is situated next to the observatory and pipelines carried the gas to take-off positions. A large part of the Observatory building was utilized as storage space for the Aerosphere equipment.

There was prepared for us a display of the instruments now used, or recently developed for use, at the Observatory and throughout the Weather Service. General Feoderov, with the assistance of

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the chief of the Observatory, explained the functioning and construction of each in detail.

The radio meteorograph now used throughout the Soviet Weather Service is apparently quite ancient in design, although it performs satisfactorily. It is described in detail in the book I have obtained on ~~Russian~~ theory and instructions in the operation of radiosonde equipment. The box itself is approximately 10" x 10" x 3" overall, equipped with Bourdon tube type barometer, bimetal thermometer, and hair hydrometer. The weight is about 850 grams. Normally it requires about 3 hours pre-flight check and calibration. Power for activation is ~~a~~ propellor ~~fan~~, and transmitting power 3 wet batteries. Transmitting wave length is in the vicinity of 20 meters, permitting reception by the average radio receiver. The maximum altitude reached with this instrument was 36 kilometers over Moscow. Average for the Observatory, so far during 1942, has been 20 kilometers. 10 kilometers is the entire Russian average during this year. Hydrogen is used in a pieced rubber balloon for the ascent. Balloon appeared inflated slightly larger than ours. Rate of ascent of the instrument was said to be between 300 and 400 meters per minute.

We witnessed a sounding which was accomplished by two girls. The only need for the ~~second~~ helper was to let loose the instrument. One girl managed the rather inefficient looking radio receiver, entered all readings manually, and between readings made the calculations. Twenty minutes after the balloon was lost (at 16 kilometers) the message was ready for transmission. The average operator alone completes the computation one hour after end of flight. Approximately 20,000 of these instruments are produced annually, some for ground troop use.

The new radiosonde is a beautiful little instrument. It appears to be superior to those in use in the United States. The instrument was designed after the German instrument, although slightly improved. Its construction is extremely simple. All parts are interchangeable and it would take but a moment to tear the whole assembly apart and rebuild or replace faulty elements. Calibration is extremely simple and can be done by one with practically no experience, and in large quantities, since each element is in itself completely separate and adjustable. The design is ideal for mass production. The instrument looks to be extremely sturdy and should prove quite dependable. A bimetal thermometer is used, also a single hair hydrometer for prevention of lag and a Bourdon tube barometer. The reporting element is actuated by a small electric motor about 1" x ½" completely inclosed in a small cylindrical case. This motor and the radio transmitter are powered by a small dry cell battery. The transmitting wave length is about 200 meters, making reception possible on normal type receivers. Signals are sent out in standard Morse code, in numerals between 1 and 100 representing comparative values of each element. A complete reading might come in as 29, 36, 41, which, when translated

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by reference to a table, could give pressure 700 MB, temperature 0°, and relative humidity 56%. The table for each instrument gives a value for each element corresponding to the numbers between 1 and 100.

The method of transmission is quite simple. A rotor constructed as a quarter segment of a cylindrical drum is revolved at constant speed by the electric motor. The segment is approximately 2½" long, with a radius of about 1¼". It is made up of 100 flat metal segments separated by 101 celluloid segments, or vice versa. The celluloid plates are of constant radius and act as separators only for the metal segments. All metal segments are affixed to the metal axis which is in turn connected into the transmitter circuit. Each metal segment is constructed on a slightly smaller radius than the celluloid separators. The circumferences of these plates are cut, in such a manner as to leave contact points on the circumference, so that dots and dashes may be formed when another contact point passes over. These contacts form the numbers in Morse code, between one and one hundred. The segments are assembled in order of their numbers.

The contact points of the 3 elements are at the ends of indicating arms from the various elements and are also in the transmitter circuit. The points are spaced about the rotating segment in such a manner that no two may make contact simultaneously. Once during each rotation, a longer time interval when no contact is in effect indicates the beginning of a new series of reports. Each contact arm moves along the length of the rotor as values change. As the segment rotates the pointer is picked up between 2 celluloid separators and is held at the circumference of one of the metal segments making contact and closing the transmitting circuit in the form of dots and dashes for the number corresponding to the proper element.

By comparison with the table already prepared, the correct value may instantly be entered by the receiving operator and the entire report of the flight may be completed practically at the same time as the flight. We were informed that tests on this instrument proved it far superior to the present instrument. As opposed to 3 hours of preparation for a flight, this instrument requires about a 10 minute check. The entire instrument is inclosed in a box about 3" x 4" x 6" with an open semi-cylindrical tube along the length to provide an air stream for the thermometric and hydrometric elements. The transmitting tubes are standard, about 3½" in height.

A radio meteorograph for use on barrage balloons was discussed. This instrument transmits pressure, temperature, relative humidity, wind direction and velocity. It is hand-made and of beautiful construction, enclosed in a streamlined aluminum case approximately 6" diameter and 18" long, with tail fins similar to a wind vane. Only 10 of these have been constructed and are in use. A small 3 cup anemometer is mounted on top, cups measuring about 3/4" in diameter. A clock motor activates the reporting mechanism, and runs for about 6 hours without rewinding. The reporting mechanism is quite similar to that in the presently used raysonde.

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An interesting magnetic compass with electrical contact points was used for obtaining a wind direction reading, based on the principle that due to its structure the meteorograph would hang as a wind vane, hence wind direction is always available from the compass. The instruments used principally in the vicinity of Moscow under supervision of the chief of the Observatory furnish about 25 to 30 reports per month. They are used by the balloon crew to determine proper altitudes and flight conditions. The wind velocity is often obtained from a test flight of one balloon equipped with this instrument, to determine whether or not conditions will permit safe flight. The mean altitude obtained in the past from these reports is 4,000 meters. Balloons are pulled down from on top overcasts if relative humidity indicates such a position. Many balloons are saved by use of such procedure and important information is available, to protecting aircraft, on icing and other existing flight conditions.

A new barrage balloon meteorograph, similar to the new radiosonde is in the process of development but not yet completed. We were shown a working model and without question it will be an excellent instrument. Built on the plan of the new radiosonde it contains two separate segments, each activated by its own separate motor. These motors run alternately, permitting each segment to report its 3 elements in turn. The motors and rotors appeared exact duplicates of those of the raysonde. The sixth element reported by this instrument is icing. The reporting element for icing conditions is quite simple being constructed with a tiny glass sphere suspended by a spring below the case. While no ice forms the ball hangs in normal position which permits no report from the element. Ice forming on the sphere adds sufficient weight to permit the sphere to drop and a positive reading is transmitted. All principle elements of the new instrument are interchangeable with the corresponding raysonde equipment.

The recording instrument used in past flights of free balloons is of standard construction. Three arms record on a paper roll the values of temperature, pressure and relative humidity. Sufficient paper is furnished normally for a 12 hour run. A motor and fan attached, furnish the change of air necessary for accurate reports. Only 10 of these instruments are available.

A recording theodolite was inspected and proved quite complicated and probably not satisfactory for general use. General Feoderov stated that this was the only one in Russia and was used only infrequently, due to its delicate construction and ability to be practically always out of commission. The standard theodolytes were of two types, both similar and practically the same as ours. The main differences are heavier construction and extremely short telescope (only about 4" long). Several thousand of these instruments are in use and being constructed.

The visit to the Central Meteorological Observatory was

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extremely interesting and indicated to me a far greater appreciation of the value of upper air observations than exists in the United States. I discussed with General Feoderov the amount of faith they placed in these readings and was informed that no doubt exists as to their reliability. Multiple flights have been made proving unbelievable accuracy. Comparisons between aero and radio meteorographs, free balloon recording and radio meteorographs and the barrage balloon instruments all verify practically to perfection. One flight was made by a free balloon alongside a radiosonde balloon. The pilot kept his balloon right with the free instrument and the two records were to all intents and purposes identical.

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COMMUNICATIONS

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Radio Communication

Plane to Ground:

The B24D used by the Bradley Mission carried a Russian radio operator on all of the trips made within the Soviet Union. The total flying time for the ship in Russia amounts to about 40 hours at the time of writing this report. All plane-ground communication was carried on in code, and as the Russian code is not the same as the International Code, it was impossible to get a definite check on what was getting through successfully. From close observation of the radio operator by the writer and the American radio operator, it is possible to draw several general conclusions.

The operator had no difficulty in getting messages through without delay. He kept a complete log of all his traffic and his form had a space to check for "Received O.K.". Nearly every attempted contact would be checked within five minutes of the start of transmission.

The Russian operator went over the equipment when he first got on board with our own American operator. Without the aid of an interpreter, he was able to learn enough about the equipment, to operate it, without trouble, at all times.

The fact that it was never necessary for the Russian operator to use the trailing antenna gives some indication of the distance between stations in the Soviet Army Airways Net. The range of the set is reduced considerably by using only the fixed antenna but contact was always quickly made whenever attempted. Using the above as a measuring stick, it is estimated that on the route from Tehran to Moscow, via Kuibyshev, radio stations are spaced not more than 400 miles apart.

There are apparently no constant listening watches maintained on any one frequency for the entire country. When the operator called a different station, it was often necessary for him to change his transmitting frequency. For this reason, it is believed that there is no separation between air-ground and ground-ground traffic. Each individual ground station has a sending and receiving frequency assigned it and it guards only this one assigned channel.

All the frequencies used by the Russian operator on the B24 ranged between 4000 and 5000 kilocycles. The operator transmitted at between 14 to 18 words per minute. No International Q signals were used and it was not determined whether or not such signals were ever used in Russia. The operator used 4325 kilocycles in transmitting to Moscow and Kuibyshev.

The Russian operator was full of admiration for the American radio equipment installed in the B24D. He said it was the finest he had ever worked with. Russian aircraft sets examined were made with very simple circuits and crude tubes.

Radio Compass and Homing Facilities

The use of the radio compass for air navigation is wide spread in Russia. On the route from Tehran to Moscow, one can tune

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in the Baku beacon when about 100 miles north of Tehran. North of Baku, there are homing beacons at Astrakhan, Kuibyshev, and Moscow. Some of these stations are regular broadcast stations and music and voice could be heard on them, while others emitted a steady buzz similar to a normal homing station. The buzz was continuous and was not broken by any type of identification signal so identification must be obtained by dial setting alone.

The range of the homing stations is about 400 miles. When homing on a distant station, some difficulty was experienced because the signal was not sufficiently strong to energize our radio compass. The compass set carried was SCR 269C and used an automatically turning loop and, at times, it was possible to hear a station plainly for 45 minutes to an hour before the signal became strong enough to energize the loop and cause it to center on the bearing.

The Kuibyshev homing frequency is 360 kilocycles.

Summary

1. Radio communication in western Russia using C W is adequate.

2. No voice transmission is used by aircraft in the Soviet Union.

3. Soviet radio operators are necessary on all ships operating in Russia as the Russian code is not the same as the International Code and Q signals are not used.

4. There are radio stations on which one can home throughout the Soviet Union. These provide the most practical means of air navigation and are used exclusively by Soviet airplanes for this purpose.

5. The SCR 269C Radio Compass Receiver is not practical for installation on airplanes operating far from facilities for complex radio maintenance. The use of a simple compass receiver employing the small instrument with the needle indicating "right" or "left" is recommended.

6. Soviet radio construction is generally primitive.

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MAINTENANCE

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Maintenance and Servicing Facilities - Spare Parts

Servicing facilities for gas and oil were modern and efficien at Baku, Kuibyshev, and Moscow, which are the only airports that have been used by the B24 up to the present time. A separate truck is used for gas and for oil, and the oil trucks have some means of heating the oil for winter use. The gas and oil pumps are operated by the engine of the truck and do not have a separate pumping engine as is the custom in the U. S. The pumping rate of the truck is slow and a complete servicing of an airplane probably consumes about one third more time in Russia than it would consume in America. 100 octane gasoline is available at most large airports if some notice is given.

While in Moscow it was necessary to have some parts constructed for the landing gear doors of the B24. The parts were well made and fitted perfectly. One can assume from this experience that spare parts can be made in Russia for American aircraft, although any major replacements would be impossible. Oxygen is available at all the large airports, but recharging with oxygen in large quantities is a tedious job, because after the pressure in the recharging bottle is reduced it is necessary to pump in the rest of the oxygen by hand. One of the rubber gas lines running between the wing tanks of the B24 was replaced in Moscow. No bullet-proof hose is available, but ordinary rubber hose can be procured and is of a serviceable type.

Maintenance of Soviet Aircraft

The maintenance of Soviet aircraft in general can be said to be adequate. It cannot compare with U. S. Army maintenance. This is caused by a lack of maintenance personnel and, in some cases, lack of proper facilities. Engines are generally dependable but miss and splutter at times and are still kept in service. Warming up of engines, or testing magnetos as it is done in the U. S. is unknown here. The airplanes of the Soviet Air Force usually leave a trail of black smoke in the air when flying. It is thought that this is caused by the use of a low-octane gasoline. Few airplanes appear to be cracked-up due to poor maintenance as no wrecks were observed on the interior airports visited. When the roughness of the average Soviet field is considered, the fact that there are no wrecks is amazing.

Most Soviet airplanes are started by air. This air is brought to the ship in large bottles with 2,500 pounds of air pressure. These same flasks are used for blowing up oleo struts and for inflating tires, etc. One of the flasks was used to blow up an oleo strut on the B24D and an estimated weight of 1,800 pounds rested on the strut, but the flask blew up the strut with ease.

Summary

1. 100 octane gasoline is available at most important Soviet airports.

2. Small parts can be manufactured, with some difficulty, for American aircraft in Russia.

3. Oxygen is available at most large airports.

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4. Servicing is generally slow.

5. Maintenance of Soviet aircraft is adequate but below American standards.

6. Use of high pressure air flasks simplifies many servicing problems.

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SOVIET LIGHT BOMBARDMENT

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Sept. 6, 1942

Report of Soviet Light Bombardment Squadron Inspection

The airport inspected lies north of a main road running west from Moscow. It is located about 40 miles from the center of the town and about 40 miles behind the front lines. Some of the farm buildings along the road to the field were being used for offices, quarters, oxygen storage, etc. A large truck was parked beside one of these buildings and was covered by canvas. From its general shape it was thought to be Radar equipment or some other type of radio locator.

The field itself was approximately 1 mile square. The surface was natural sod and it was generally very rough. The whole field was slightly rolling so one could not see its entire surface from any one point. Judged from United States standards, the surface of this field would be considered poor. From the point of view of obstructions, it was excellent as the surface was higher than that of the surrounding country giving landing airplanes unobstructed approaches from all directions. The drainage would be fair in wet weather because of the sloping nature of the ground.

The camouflage of the field and surrounding territory was superior. No airplanes were visible throughout the drive from the entrance of the field to the Command Post. The east side of the airport bordered on a heavy pine forest and this forest hid all the equipment and personnel so that from the air or the ground the field was apparently deserted.

Revetments

When one approached within 200 feet of the edge of the woods, the revetments concealing the bombers became vaguely visible. A square portion of the brush and trees had been cut out leaving room in which to park an airplane. Three sides of this cleared space were walled up to a height of ten feet with six inch spruce logs, giving the airplane some protection from flying splinters, in the event of a close bomb. The top of the walled-in space was covered by a camouflage net covered with garlands. In front of the revetment was a quantity of small pine trees which were layed directly against the wings of the parked airplane and in front of the pines were a series of permanent small holes dug into the ground. Into these holes small pine trees were fitted and neither the revetment or the airplane was visible from any angle at more than 200 feet. It is well to mention that the revetment was carefully camouflaged whether it was occupied or not. Within three minutes after the time that a bomber left its revetment, the small pines had been reinserted in their holes and the forest line was unbroken once more.

Briefing

The Bradley party left their cars at the edge of the forest and the cars were hidden in the woods at once.

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They were then escorted into the trees for a distance of about 100 feet, to what was apparently the squadron briefing room. It consisted of rough tables and benches covered by a camouflage net entwined with garlands. A b bulletin board was placed in front of the benches.

It was announced at this point that a squadron commander was at present briefing his crews for a mission that was to take off to bomb a German objective within an hour. With the aid of two interpreters accompanying the party, it was possible to follow the gist of the briefing.

The objective was a German-held railway yard and supply dump and this was outlined briefly to the crews. Check points were announced and, since the weather at the objective was doubtful, a secondary objective was given. The bombing altitude was given as 4,000 meters, but the crews were advised that if the weather was unfavorable a minimum bombing altitude of 800 meters would be permitted. If the ceiling went below 800 meters at the primary objective, the bombs were to be dropped on the secondary objective.

The question of escorting fighters was discussed at this time. The bombers were to pick up a squadron of fighters at an airport nearer the front lines and would be escorted by the fighters to the objective, and back across the lines.

Radio communication was discussed with the aid of a small radio chart. This chart showed the lead plane in communication with the home airport and the fighter airport, as well as with the leader of each of the other two elements. The formation consisted of a Vee of Vee's with nine ships comprising the whole flight--three in each element.

The squadron commander then announced who would take over command if he was shot down and named two alternates. Then he asked if there were any questions. There were none so he spent five minutes asking various members of the squadron questions on what he had just told them. When this questioning was finished he gave the order to go to the airplanes. The men left for their ships about 45 minutes before the time set for take-off.

The PE2 Medium Bomber

The bomber used for this raid was the PE2. It is a bi-motored low-wing airplane with a twin tail. The motors are in-line liquid-cooled engines developing about 1300 H.P. at 2550 R.P.M. for take-off. They are equipped with three-bladed constant speed propellors which turn 2500 R.P.M. for take-off. The ship carries a crew of three. The pilot sits well forward in the nose and the entire floor of his cockpit is covered with glass. This glass is red lined from front to back, and the line is used to center the targetwhen the ship is used as a dive bomber. In dive bombing, the bombs are released by the pilot, but in horizontal bombing they are released by the navigator.

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The controls in the pilot's cockpit are conventional. The flaps and trim tabs are electrically operated while the propellors are hydraulic. The braking system is operated by air and is controlled by a lever on the yoke. There are no foot brakes and it is not clear how one brake is actuated without the other one.

The instruments are conventional, comprising a giro blind-flight group, one compass, tachometers, manifold pressure gauges, coolant temperature gauges, head temperature gauges, sensitive altimeter, and several other instruments that were not explained. Generally speaking, the pilot's instruments appeared adequate for the airplane.

The pilot's seat is completely armored with 3/8 inch steel plate. The plate is curved around the sides of the seat for a distance of two inches and completely covers the bottom of the seat. The armor is carried the full width of the seat as high as the shoulders of the pilot and then tapered in to form a cup which completely covers the back of the pilot's head.

The navigator's compartment is located directly behind the pilot's seat. A mount is provided on the floor to accommodate either a bomb sight or a drift meter. Signal flares and map compartments are located around the sides of the cabin. No provision is made for a map board.

The bombay and gas tanks are located behind the navigator's compartment and take up about six feet of space between the navigator's compartment and the radio operator's compartment in the rear. There is a small compact transmitter and receiver located in the radio operator's compartment. The compartment is armored by one large plate of 3/8 inch armor beginning at the back of the compartment and curving up over the turret gun. This plate should provide excellent protection from attacks made from above the tail but there is no armor provided for protection from attacks from beneath the tail.

Armament

The armament of the PE2 consists of three 50 caliber machine guns and two 30 caliber machine guns. One 50 caliber and one 30 caliber are fixed in the nose of the airplane and are fired by the pilot from an electric button in the center of the yoke. An optical sight is provided for aiming these guns. The navigator has one 50 caliber machine gun firing rearwards from the top of his compartment which provides excellent protection from attacks from above. The radio operator has one 50 caliber gun firing in the turret position and aimed through an optical sight. The Soviets are very fond of this installation and consider it the best gun on the ship. There is a mount on each side of the radio operator's compartment and one 30 caliber gun is provided which can be transferred at will from one side to the other.

The bombay is located at the bottom of the fuselage and is very small. The dimensions are roughly 3 x 3 x 4 feet. The bombay carries four 100 kilo bombs nestled two on the bottom and two above. The racks and space will accommodate only this one size of bomb. The bombay doors

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close completely over the bay itself and the streamline is maintained.

There are two external bomb racks provided, one located on each wing between the motor mount and fuselage. These racks carry a 250 kilo bomb. The external racks or the bombay racks are used, but never both. Thus the total bomb load with the internal racks is 400 kilos, while 500 kilos are carried if the external racks are used.

General Construction

The construction of the PE2 is generally good. The whole external surface of the ship is flush riveted. Metal construction is used throughout, even to the covering of the ailerons and elevators. Fairing of abrupt contour changes is thorough and streamlining appears to be very good. The propellors are provided with a means to dispense anti-icer fluid to the blades, but no boots or provision for boots are evident on the wings.

The gas tanks are constructed from dural and no attempt has been made to render them leak-proof. On all Soviet combat airplanes, however, the gas tanks have a safety device which is said to be very effective in the prevention of fire. The tanks are vented to CO_2 bottles and as gasoline is burned the tank is filled with CO_2. In this manner an inflammable mixture of gas vapor is never present in the tank.

The only part of the PE2 construction which is rough is the manner in which the sheet metal has been cut. The metal appears to have been cut out by hand and many irregularities are evident.

The fuselage is full monocoque. The main landing gear wheels retract into wheel wells behind the motor, and the tail wheel retracts fully into the fuselage. Flaps are located between the inboard end of the aileron and the edge of the fuselage. The PE2 resembles a U. S. A18 with in-line engines. It has a wing spread of about 45 feet.

Maintainence

Beside each bomber was an air flask carrying 2,500 pounds of pressure. This air was used for starting the engines. The engines burn 92 octane gas.

Each revetment was equipped with a small tool box but more tools would be needed for anything but the smallest repairs. One ship was undergoing an engine change. Maintainence was generally good, although one ship was flying with a ragged bullet hole in a propellor blade.

After inspecting the PE2, the party was conducted to a high spot on the airport to observe the take-off. Complete camouflage discipline was maintained up to the time of starting the engines. A green rocket was fired from a central point to signal the pilots to start their engines. The engines were started and the camouflage removed from the front of the revetments very quickly. The

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planes were taxied out and the revetments at once were covered again by the spruce trees.

The take-offs were made individually, and only ten minutes transpired between the time that the engines were started and the time that the last ship left the ground. Half flaps were used by all planes. The roughness of the field combined with the short travel of the shock struts made each take-off appear hazardous. A run of about 2,500 feet was used before a ship got into the air and when it did get off, it appeared to be in a stall and did not fly normally or gain any altitude for another 2,500 feet.

The ships made one complete circuit of the airport, picked up their formation, and flew away to the northwest. Nine bombers made up the whole formation but ten were taxied out for the take-off. The spare plane was included to insure a full flight of nine would actually take the air.

Aerial Photographs

During the time that the bombardment planes were out on their mission, General Bradley and the members of his party were shown a series of aerial photographs of the results of former missions. These pinpoints and mosiacs were clear and correctly exposed and one could easily observe the accuracy of the Soviet bombing. Two objectives were shown, each of which appeared to be a German airdrome of considerable proportions. Concrete runways were visible and numerous single engine German aircraft were dispersed, without camouflage, around the edge of the field. Pictures were then produced which showed bombs landing among these parked aircraft.

The Soviet officers present informed the group that the Soviet air force made considerable use of aerial photographs, both to show an objective before a raid, and to indicate the damage done during a raid. All of the PE2 planes have provision for cameras and at least one is carried on every raid. The PE2 is always used in formation during bombing raids in order to take advantage of mutual protection by cross fire. The ships are used frequently as photographic reconnaissance airplanes, and when used in this manner they are flown singly. The camera may be controlled remotely by the pilot or operated directly by the radio operator. There is a mount in the floor for vertical photography and one in the side of the fuselage for oblique photography. All the photographs observed were verticals.

German Air Tactics

The party was informed that the squadron which had taken off had been attacked by German fighters about one week ago. The attacking group comprised 21 Junkers 88's and 18 Messerschmidts 109's. The Soviet bomber squadron was under the protection of a squadron of Soviet YAK fighters at the time. The Germans lost 9 Junkers 88's and the Soviets lost no planes.

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The commanding officer of the squadron informed the members of the party that the Soviets were generally more successful in aerial combat than the Germans, but were hampered by a lack of airplanes. He said that German fighters usually did not open fire until they were within 200 meters of the Soviet airplanes. Soviet fighters open fire at 400 meters, and Soviet bombers at 600 meters.

About one hour and forty minutes after the bombers had taken off, they returned to the field at ground level. During the time they had been gone, three radio reports had been received which were translated for the benefit of our party. The first message reported that the fighter escort had been met successfully and that the bombs had been dropped on the target and were seen to start fires. The second message stated that the planes were returning, and the third that there had been no injury to personnel.

The landing of all the aircraft was observed and appeared even more hazardous than the take-off, due again to the roughness of the terrain. During the take-off and the landing of the squadron a fire truck and an ambulance appeared from the forest and stood by in case of an emergency.

The same camouflage discipline was observed after landing as after take-off. The ships were taxied promptly to their revetments and backed in and the camouflage replaced in front of them. Two gas trucks drove out of the forest and servicing was begun at once. Trucks loaded with bombs stopped at each revetment and deposited each airplane's new load.

The pilots were questioned by the squadron C.O. as soon as they could assemble from their ships. They reported hits from most of their bombs and much damage observed. They had encountered heavy A. A. fire at and near the target and some of the ships had been damaged slightly by shrapnel. On the way home they had been attacked by enemy fighters but the fighters had been beaten off by the Soviet fighters. All ships returned to their base safely.

After the briefing, the members of the Bradley Mission and the Soviet pilots and navigators of the squadron, all of whom were commissioned officers, were invited to the officers' club, a building hidden in the forest, for supper. Despite the language difficulty, the personnel of both countries got along admirably together and learned a great deal about each other.

The impression created in the minds of the Americans after observing the Soviet squadron for one afternoon was that the Soviets were very efficient in all that had been observed. Their equipment, in a few instances appeared rather crude, but in every case was efficiently used. The airplanes were well handled as far as one could observe, but the roughness of the field made an accurate estimate of their flying ability impossible.

(3) T. J. Watson, Jr.
Captain, AC

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Summary

1. Soviet camouflage discipline is superior.

2. The Soviet Air Force makes use of revetments, camouflage, and dispersal. All three are used to as great a degree as possible as the surrounding terrain will permit.

3. Soviet bombing squadrons are not only briefed with maps and photographs but the crew members are questioned in detail about the briefing to insure that every man knows his job thoroughly.

4. The PE2 medium bomber, sometimes called the Stormovick, is a very good airplane.

5. Soviet airplane armament is generally good.

6. Great use is made of aerial photographs in the Soviet Air Force.

7. Plane for plane the Soviets seem superior to the Germans in the air, but are hampered by a lack of airplanes.

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SOVIET FIGHTER AIRDROME

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Inspection of Soviet Fighter Airdrome

General Bradley and General Sterligov of the Soviet Air Force made an inspection of a fighter airport on September 5, 1942. The airport was located about 75 kilometers northwest of Moscow. During the drive from Moscow, the highway was blocked at intervals of from 15 to 20 kilometers and even though the party was accompanied by a high Soviet Air Force officer, it was necessary for everyone to show his pass in order to proceed. The group was met about 15 kilometers from the airdrome by the Air Commander of the district and he escorted them to the field. The squadron based on this field consisted of 24 MIG fighters.

The organization of the airport was similar to army airport organization in the U. S. A Base Commander was in charge of the field and a Squadron Commander in charge of the squadron. The Squadron Commander gave orders to the Base Commander, regardless of their relative rank. The Base Commander usually is an over-age pilot.

The personnel on the airport were very military and the officers introduced themselves to the inspection party at attention while at salute. The group was conducted first to the Squadron command post located in a deep dug-out in woods at the edge of the field. This dug-out had only one entrance, but was well ventilated. It was not deep enough to be completely bomb-proof but gave adequate splinter protection. Telephone and remote control radio wires came into the dug-out through a conduit.

The plotting room was generally similar to fighter plotting rooms in the U. S. There were three maps, each about three feet square. One map was used by the Commanding Officer on duty, one for enemy plotting, and one for friendly plotting. The officer on duty transferred both enemy and friendly plots onto his own map. Maps were covered with cellophane for protection.

Reports are received from ground observers and radio detector stations. A movable arm showing distance and direction is attached to the home airport location on each map. Each airdrome has its own detector station and the plotters are connected directly with it by telephone. The plotters make their plots directly on the cellophane in pen and ink using the moveable arm for azimuth and distance. The reports from the radio locator stations are instantaneous and the plotters make about one plot per minute. The plots seemed very accurate. Plots old enough to be of no further value are removed from the map. Friendly planes were plotted for this demonstration. The friendly plotter transfers information from the enemy plotter's board and plans the courses for intercepting planes. The Commanding Officer on duty keeps a rough estimate of the situation by using small lead models on his map. The actual interception orders are given to the planes in flight or on the ground by the radio operator. One large loud-

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speaker in the dug-out is connected directly to the H. Q. of the Moscow Defense System in Moscow.

Army men are spotted throughout the country at strategic spots and report in by radio. These reports are made directly to the main control station in Moscow and this station notifies the airport concerned. About twelve minutes are consumed from the time the enemy plane is first sighted until the fighter airdrome concerned is notified of its presence.

The defense system of Moscow or of any given area in the U.S.S.R. is coordinated under one general, who is usually an Air Corps man. This general commands the barrage balloons, search lights, anti-aircraft battery, and fighter aircraft. After inspecting the control center, the party was conducted to the flying field to see the airplanes.

Soviet fighter pilots are kept in three states of readiness:

1. Instantaneous. Pilot in airplane with engine warm.

2. Able to take-off within 15 minutes. Pilots in vicinity of their airplanes.

3. Able to take-off within two hours. Pilots on the airport.

The pilots on instantaneous alert are kept sitting in their airplanes for a two hour stretch and then are replaced by reliefs. A mechanics is stationed beside each fighter, and a telephone operator wearing a headset is provided for each pair of fighters.

The I16 fighters were parked in individual excavations, the roofs of which were covered with sod. A ramp with a 30 degree angle led down to the floor of the excavation. These excavations were well camouflaged and only the nose of the airplane was visible. All of the airport service installations were well hidden in the woods surrounding the field. Each individual excavation housing the airplanes was separated from its neighbor by approximately one hundred feet. There were twelve of these excavations on the east side of the field and twelve on the west.

A demonstration warning and take-off were made for the American officers present. The fighters work in pairs consisting of a leader and wing man. One pair of fighters is kept on instantaneous alert at all times. As the situation becomes more threatening, other pairs of fighters are placed on an instantaneous alert status. In times of great stress the entire squadron may be in this state of readiness. For the purpose of this demonstration, one pair was given a warning to take-off. Fifty seconds transpired between the reception of the telephone warning and the time that both airplanes were airborne.

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There were a total of only 120 officers and men in this fighter squadron. Twelve hour shifts were the rule for all concerned. A bed was located in each excavation for the mechanic not on duty. For each four airplanes, a pilots' rest room was provided and was equipped with four beds for the off duty pilots. The lack of any excess personnel about the airport was outstanding.

The MIG fighter carries an undetermined number of 23 mm. machine guns. There are no guns in the wings so the armament must be located within the motor cowl. The instruments appear to be servicable but somewhat crudely manufactured. The air speed indicator is graduated to 800 kilometers per hour. The airplane is well streamlined and looks servicable. Hand brakes are used entirely. The guns are sighted through an optical sight which seems very good. The sight can be easily lined up by checking it on a spot on the propellor. The Soviet officers present told the party that the MIG will out-perform the Airacobra at high altitudes.

The squadron visited has shot down 120 enemy aircraft that have been confirmed and a total of 150 confirmed and unofficial. 20 of the confirmed victories have been by ramming. The Soviet pilots resort to ramming only after they have exhausted their ammunition, or have jammed their guns. They approach the enemy plane, usually from underneath, and attempt to cut off the enemy aircraft's tail with their propellor. If they fail in this, they approach from above and attempt to destroy the pilot by cutting in the pilot's enclosure. In 75 per cent of these ramming attacks, the Soviet pilots are able to fly their airplanes home. In the other cases, the propellor or aircraft is so badly damaged that the pilots are forced to jump. There have been no cases of German pilots resorting to ramming tactics.

The combat squadron is completely air borne and highly mobile. All equipment which cannot be carried by air is base equipment. Combat squadrons are never moved until new base is ready for them. Air transports and motor transportation are provided or arranged for by the base. Base even runs messes for combat squadron. Apparently the combat squadron has one job--to fight.

Summary

1. Soviet airport organization is similar to U. S. airport organization. That is, there is a Base Commander in charge of the base and a Squadron Commander in charge of the combat squadron. The combat squadron Commander has command regardless of relative rank.

2. Great military discipline was observed throughout the Soviet Air Force.

3. Reporting, plotting, and interception of planes is generally similar to U. S. practice.

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4. Soviet fighter planes, when on instantaneous alert, can get into the air in less than one minute.

5. The basic combat element in a Soviet Fighter Squadron is composed of two airplanes.

6. The combat squadron is completely air borne and highly mobile.

7. Combat squadrons only duty is to fight. Air Base Commanders take over all other duties.

8. A Soviet Fighter Squadron has 120 officers and men. This number is only enough to fly the airplanes and to do servicing and MINOR maintainence. All other work is done by the air base personnel.

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SOVIET AIRCRAFT DEVELOPMENTS

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Soviet Aircraft Developments

Cranking Device:

All Soviet aircraft have a device on the propellor to provide for mechanical starting in cold weather. This starting device is powered by a truck motor and works in the following manner. The fitting on the front of the propellor hub is constructed like a large crank fitting to be found on any aircraft engine. The starting truck used is an ordinary Soviet Army truck with the following modifications. Directly behind the driver's cab, a large vertical conical-shaped shaft has been erected which takes its power from the top of the transmission. This shaft is about four feet high and is connected at its upper end to the shaft which connects to the fitting on the propellor for cold weather starting. This shaft has a universal joint on each of its ends. For this reason, it can be raised or lowered at will to make junction with the fitting on the propellor of any motor with certain limits of height. To raise and lower this shaft, two steel poles are fastened to the front bumpers of the truck in a vertical fashion. A cross piece of steel is provided, running on these poles and adjustable as to height by thumb screws at each end. The fitting on the front of the shaft making contact with the propellor fitting has a spring in it so that it will spring back away from the propellor about three inches when the motor starts.

In operation this device works in the following manner. In cold weather, the oil is drained at night and heated before being put back in the engine the next morning. The truck is then driven towards the airplane until the shaft and cranking connection can make contact with the fitting on the end of the propellor hub. The cross piece on the uprights running up from the bumpers, is raised until it is at the correct height to hold the shaft directly in front of the propellor fitting. The spring fitting is pulled forward to engage the crank receptacle in the propellor hub and the truck engine is engaged to begin turning the propellor. As soon as the engine turns fast enough under its own power to exceed the speed of the cranking shaft, the spring in the shaft fitting pulls the cranking fitting out of the receptacle in the propellor hub and the cranking device is released.

Each airport visited in the Soviet Union had one or more of these trucks visible on the field. The rig was standard in all cases. It appeared crude but apparently very servicable. Soviet pilots who were questioned about this device, stated that without it winter operation would be impossible.

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Fire Prevention Device for Gasoline Tanks.

No bullet-proof tanks were observed in the Soviet planes inspected. However each airplane is equipped with a fire prevention device which is claimed to be very successful. It is believed that consideration of this device might be given with the thought of adapting it to American airplanes.

None of the gas tanks installed on Soviet airplanes are vented to the outside air as is the practice with our aircraft. The tanks, instead, are vented directly to bottles of CO_2 or some other inert gas of a similar type. Through the use of some type of pressure-relief valve, this inert gas is vented into the tanks as the gasoline is used up. In this manner, an explosive mixture is never present in the gas tanks. The Soviets believe that a great many fires are prevented in this way.

The use of this same device is common on all Soviet combat vehicles which are operated by gasoline. Before the use of this gas in the gasoline tanks, a great many of the losses of aircraft and combat vehicles were caused by fire. The installation of the device described has materially cut down these losses.

Rockets:

The Soviets are at present developing the use of rockets as an offensive air weapon. The use of these rockets has not proved tremendously successful but results have been favorable enought to warrant their further development and continued use on attack airplanes. The rockets are shaped like a 25 pound fragmentation bomb with long fins. They carry a charge of TNT in their forward half which is detonated either by a time fuse or by contact. The other half of the rocket is filled with the propelling charge.

The rockets are suspended beneath the wings of the attack plane on four foot steel poles running from the leading edge of the wings to the trailing edge. They are held in place at the rearward end of these poles until fired. In travelling the length of the steel pole when fired some directional stability is picked up by the rocket. The rockets are fired individually or in salvo by electric controls within the cockpit of the plane. The electric contact fires a small cartridge which is located in the rear portion of the bomb rack itself. This cartridge is placed directly behind the body of the rocket pointing at a paper disk covering the propellant material. The explosion of the cartridge ignites the propellant charge and the rocket is propelled forward off the steel guide pole and toward the target.

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The rockets are aimed through the same sight as the fixed guns on the plane. They are usually used against tanks and other ground targets but they have been successfully used at very close range against bombardment aircraft. When used against ground targets, these rockets are said to have a great effect upon enemy morale.

Explosive Bolts:

These bolts were observed in a Soviet Air Exhibit. They are a German development and had been taken from captured German aircraft. They are included in this report as a device worthy of consideration by the U. S. Air Corps. The bolts seen were used to fasten an external bomb rack to a German bomber. The bolts were made of steel and looked like any ordinary bolt except for the fact that two small insulated wires protruded from the head through a small hole. Cast within the bolt is a charge of explosive sufficiently strong to blow the bolt to pieces. The wires of all these bolts used in an installation are brought together and connected to a battery and switch in the cockpit. If a bomb sticks in the rack or the pilot wishes to jettison the rack for another reason, he merely closes the switch which sets off the charges in the bolts and releases the rack.

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ASCENS

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145.81-105
1942

Part 1

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ASCENSION ISLAND.

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U. S DEPARTMENT OF COMMERCE

WEATHER BUREAU

F. W. REICHELDERFER, Chief

CONFIDENTIAL

Preliminary Report

CLIMATE OF ASCENSION ISLAND

OFFICE OF STATISTICS DIVISION

1942

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SPECIAL PRELIMINARY REPORT ON THE CLIMATE OF ASCENSION ISLAND

Ascension I sland is located in the mid-South Atlantic Ocean, Lat. 7 55' S., Long. 14 24' W ., and has a total area of 34 square miles. The terrain is very rugged and irregular; the highest point of land, Green Mountain, rises to an elevation of 2,817 feet. The weather observations were made at Georgetown on the northwest or leeward coastal plain of the island. Visibility and fog observations have been made on Green Mountain, at an elevation slightly above 2,000 feet. The records cover varying periods of time. The averages for temperature and humidity are for the period 1924-1930. Rainfall records begin in 1854.

The climate is very simple. The island lies wholly within the southeast trade wind belt, and gentle southeast winds blow throughout the year. Cyclonic storms are unknown, and local thunderstorms are extremely rare. Four thunderstorms are recorded during a seven year period, all within the season from February to April. The weather is generally fine at all times, with an average cloudiness of 5.5 (scale 0-10). Broken clouds (sky covered 4/10 to 9/10) are the rule, occurring 73 per cent of the time. Clear skies (clouds 0 to 3/10) occur 16 per cent of the time. Days with the sky completely overcast are recorded 11 per cent of the time. Light precipitation, in the form of orographic showers, occurs where the moist trade winds are forced to rise over Green Mountain. Georgetown, on the leeward side of the island receives only 6.40 inches of rain during the year, distributed throughout 66 days. Heavier precipitation is recorded on Green Mountain, the yearly average being 25.97 inches. It is interesting to note that these showers are the only source of fresh water on the island. Catch basins, supplemented by 'dew ponds' that precipitate moisture from the fogs, have been developed on the top of Green Mountain. These 'dew ponds' are effective only because the condensation level is below the top of the mountain, being found between 2100 and 2400 feet at 0900 local time and between 1500 and 1800 feet at 2100 local time.

No data are available on ceilings, but fogs have been recorded on Green Mountain, above 2000 feet, on an average of 111 days per year. This, together with the data on condensation levels, indicates that the average ceiling for the lower clouds would be found between 1500 and 2000 feet. Visibilities are good except in the fogs at higher elevations.

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Wind velocities at the surface are light, being less than 13 M.P.H. 97 per cent of the time. Gales do not occur. Over the ocean in the vicinity of the island the surface winds average 16 m.p.h. These velocities increase slightly with elevation, attaining an average velocity of 20 m.p.h. at 1660 feet. At higher levels the wind velocity diminishes to about 14 m.p.h. below the temperature inversion level and again increases slightly at still higher levels. The temperature inversion of about 7° F is found at an average height of 4,000 feet in the vicinity of Ascension Island. This elevation would generally be indicated by the flat tops of the cumulus clouds in this region. The free air data have been adapted from the records of the 'Meteor' expedition, and do not extend above 10,000 feet.

Temperatures are moderate at all times at Georgetown. The highest temperature recorded is 92 F, and the lowest 67 F. February through May are slightly warmer than the other months.

An interesting feature at Ascension is the occurrence of 'rollers', heavy swells that produce high surfs on the leeward coast of the island. These surfs sometimes break over the top of the jetty, which is 20 feet above high water mark. The average annual frequency of the rollers is23, of which number 11 occur from October to January, 5 from February to May and 6 from June to September. They may continue for two or three successive days, during which ship communication with the shore may be entirely suspended. The cause of the 'rollers' is not known.

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ASCENSION ISLAND - GEORGETOWN

	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Annual
Mean Temperature	78.9	80.4	81.5	81.4	80.7	79.3	77.6	76.8	76.1	76.4	76.4	77.3	78.6
Mean Daily Maximum	84.7	86.2	87.4	86.9	85.9	84.4	82.7	81.9	81.2	81.6	81.8	82.9	84.0
Mean Daily Minimum	73.1	74.5	75.6	75.9	75.5	74.2	73.4	71.7	71.0	71.2	71.1	71.7	73.2
Mean Daily Range	11.6	11.7	11.8	11.0	10.4	10.2	10.3	10.2	10.2	10.4	10.7	11.2	10.8
Extreme Maximum	89	90	92	92	92	90	89	86	86	86	85	86	92
Extreme Minimum	68	67	66	69	72	69	67	67	67	67	65	66	65
Mean Relative Humidity	72	71	70	69	70	71	69	72	73	71	72	72	71
0900L " "	66	65	67	69	65	66	64	68	69	69	70	64	67
2100L " "	76	74	76	75	73	72	74	75	74	77	77	74	75
Average Rainfall	0.27	0.94	1.37	1.18	0.66	0.35	0.44	0.32	0.32	0.27	0.16	0.12	6.40
Greatest Monthly Rainfall	0.82	4.04	3.78	5.62	4.69	2.24	1.89	3.67	0.97	0.38	1.20	0.55	18.18
Least Monthly Rainfall	0.00	0.00	0.03	0.00	0.01	0.02	0.04	0.00	0.00	0.03	0.00	0.00	2.29
No. of Rainy Days	4	6	5	6	4	5	6	6	8	7	5	4	66
Cloudiness (0-10)	5.2	5.3	4.9	4.7	4.9	4.8	5.0	5.6	6.6	6.7	6.8	6.1	5.5
Clear Days (Percent)	20	17	20	24	21	21	25	18	12	9	9	12	16
Broken Clouds (percent)	73	78	78	73	74	75	69	71	68	71	71	73	73
Overcast (Percent)	7	5	2	3	5	4	6	11	30	20	20	15	11

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Observation Made on Green Mountain

	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Annual
Average Rainfall	2.29	1.84	1.91	2.51	2.45	2.11	1.83	1.65	2.01	2.41	2.73	2.23	25.97
No. Days with Fog	12	8	8	13	11	6	7	7	7	9	14	9	111

Georgetown

Frequency of Winds From Different Direction (Percent)

	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Annual
N - NE	1	1	0	0	0	1	0	0	1	0	0	0	0
E NE	1	0	1	0	0	0	1	0	1	0	0	0	0
E	4	5	2	6	7	8	11	6	2	6	4	5	6
ESE	10	12	9	11	14	20	14	16	17	15	23	18	15
SE	53	49	58	53	54	50	44	54	55	55	53	43	52
SSE	16	16	15	13	12	12	14	13	9	13	13	19	14
S	4	5	7	7	5	5	9	2	8	5	3	7	6
SSW - NNW	1	1	2	0	0	0	0	0	0	0	0	0	0
Calm	10	11	6	10	8	4	7	9	7	6	4	8	7

Distribution of Wind Velocity (Percent)

	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Annual
Less than 1 M.P.H.	11	11	6	10	8	4	7	9	7	6	4	8	8
1-12 M.P.H.	88	88	93	87	89	91	89	86	88	87	93	90	89
13-[illegible] M.P.H.	1	1	1	3	3	5	4	5	5	7	3	2	3

Mean Wind Direction and Velocity

Surface	1660	3300	6600	9800	Elevation in Feet
SE to E	SE to E	SE to E	ESE	(E SE)	Direction
17.0*	20.1	17.0	14.5	---	Velocity in Miles per Hour

* Over the Ocean

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AAF/A-WPD
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MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

Subject: Estimate of the situation on the air route from Hawaii to the Philippine Islands.

I. Discussion.

1. Mission.

It is essential to the reinforcement of the Army Air Forces strength in the Far East that every effort be made to safeguard the movement of aircraft by air from Hawaii to the Philippine Islands.

2. Situation.

Japan now has air units in the Caroline and Marshall Islands Groups of the Mandated Islands and also has two aircraft carriers in that area (See Tab A). The presence of these forces is a threat both to the security of our Midway and Wake bases and to our aircraft in flight.

3. Enemy Capabilities.

a. By air attack, by action of landing parties or by gunfire of surface craft, Japan could damage the facilities of our air bases at Midway and Wake Islands.

b. Japan could damage or destroy our aircraft while they are resting on the above bases. This could be accomplished by air action, by action of landing parties or by gunfire of surface craft.

c. Japan could use fighter aircraft to destroy our aircraft while they are in flight.

4. Own Capabilities.

a. Request that the United States Navy take positive action necessary to remove the Japanese threat.

b. Request that the United States Navy furnish a light surface force assisted by patrol planes for the defense of Midway and Wake Islands.

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c. Move a United States Army force consisting of pursuit aviation and ground units to occupy Midway and Wake Islands.

d. Direct commanders of air units in transit from Hawaii to the Philippine Islands to take evasive action to prevent contact with Japanese air units.

5. Analysis.

a. The positive use of the United States Navy for the elimination of the Japanese threat would constitute an act of war and this is to be avoided at least until our forces in the Philippines have been reinforced to their contemplated strength.

b. The United States Navy could furnish a light surface force assisted by patrol planes to prevent landing parties from raiding at Midway and Wake and to prevent surface craft from shelling those bases. This action by our Navy would also provide some anti-aircraft protection for the bases and for any aircraft that might be resting thereon. While protection from the action of a large hostile force would be lacking, even a small surface force of United States Naval craft would prevent the unopposed attack of our exposed bases and would minimize the danger that might be inflicted by small raiding parties or by a weak hostile air force unit.

(1) The patrol planes could be used to insure that no large surface forces approach the bases without being detected and that information regarding the location of Japanese naval craft, including aircraft carriers, be available for use by commanders of air units in transit from Hawaii to the Far East.

c. The actual movement of Army pursuit airplanes to Midway and Wake Islands presents a problem, the solution of which is difficult. The pursuit airplanes for those bases could be placed aboard an aircraft carrier at Hawaii and flown from the carrier to their stations. However, the loading of these airplanes aboard the carrier for the return trip is not feasible either at Midway or Wake and it would be necessary to crate each airplane for shipment by freighter.

(1) The use of pursuit aircraft without the assistance of Aircraft Warning Service units is not practicable. Our aircraft warning services are now being organized and it is with difficulty that sufficient personnel and equipment can be secured for other localities. The diversion of Aircraft Warning Service

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units to Midway and Wake is not recommended. Without a warning service, it would be necessary to maintain pursuit patrols continuously and this would require a larger force of pursuit than can be spared at this time.

(2) Ground force units could provide some anti-aircraft defense and could protect the bases against raiding parties.

g. Our bomber flights, in passing through the danger area, can easily avoid the Japanese fighter planes. This can be done by flying at night or at high altitude. Based on the latest G-2 information regarding Japanese carriers and air dispositions, the portion of the flight on which evasive action is to be taken should be indicated to the flight commander prior to his departure from the Hawaiian Islands.

II. Action recommended.

1. Commanders of air units enroute from Hawaii to the Philippine Islands should be instructed to use evasive action to avoid contact with Japanese air units while in flight.

2. The United States Navy should be requested to provide light surface craft for the protection of the Midway and Wake bases and for any aircraft that may be resting thereon.

3. The United States Navy should be requested to operate patrol planes in the vicinity of Midway and Wake Islands for protection against surprise attacks in force and to secure information on which to base flight plans of aircraft in transit.

3 Incls.:
#1 - Tab A
#2 - Cy Para Radio 10/27 fr Brink, Manila
#3 - Cy Para Radio 10/23 fr Brink, Singapore

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THE STRATEGIC POSITION OF ASCENSION ISLAND

Reason for an Airbase at Ascension Island.

1. Ascension Island lies approximately 1435 miles from Natal, 1590 miles from Lagos, 1152 miles from Freetown, 1031 miles from Monrovia and 1821 miles from Pt. Noire.

2. The present ferry route for long range bombers between Natal and West Africa is entirely dependent on the Neutrality of Vichy, France or the control of Vichy, France's West African coloneis by the Allies. If French West Africa, which includes Dahomey, Togoland, Ivory Coast, French Guinea, Senegal, Mauritania and French Sudan, should fall to the Axis, all normal flights from American to the Middle, Near and Far East will be impossible unless an airport is built at Ascension Island.

3. Present plans include delivery of medium bombers to Egypt and the Far East. This type of plane can not safely make the flight from Natal to West Africa. With an airdrome at Ascension Island, the flight across the South Atlantic from Natal to Liberia is possible.

4. A survey of ships sunk during the past year, shows 45 ships sunk by Axis submarines or surface raiders in the area bounded by 20°N 5° S 30°W and the African West Coast. American Naval Patrol planes based at Ascension Island and at Fishermans Lake, Liberia for patrol duty between these two points would not only minimize the loss of personnel flying the South Atlantic route but could also go far towards eliminating the submarine hazard to allied shipping in this area.

Hazards to an Airbase on Ascension Island.

1. As the combined allied fleets cannot at present spare a permanent guard for Ascension Island, attacks must be expected from surface craft, intermittent coastal shelling by submarines as well as the ever present possibility of Axis Vichy collaboration making bombing raids from French Guinea or the Ivory Coast possible.

2. After the airdrome and installation are built, the two chief hazards will be submarine action against supplies of fuel and food being brought in and any damage to the salt water distillation plants.

As a force of 1700 men is contemplated for the Island, it is essential that underground reservoirs be installed with sufficient capacity to supply the island with water for the estimated period of repairs of the greatest possible or total damage to the distillation plants. For this reason, it is recommended that the distillation plant be placed anywhere but on the beach below the South West Plains as the depth of water here allows a close approach by submarines. Best of all, the plant, in spite of expense, should be placed where it is accessible only to aerial bombing.

This Division will keep you informed of any information coming to hand of the probability of French West Africa being used as a bombing base by Axis planes.

(Sgnd)
GEORGE G. CAREY,
Captain, Air Corps.

A-2 Div.

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CMT (12-F6)

February 2, 1942

SUBJECT: Report and Recommendations for Construction of Project, Agate.

TO: Chief, Army Air Forces, Attention: A-4 Section. (Major Charles H. Woolley).

1. In accordance with your informal request of January 31, there is submitted herewith a report of certain changes and supplements to "Inspection of Airfield Site, Ascension Island," dated January 2, 1942, heretofore submitted, together with recommendations concerning construction thereon.

2. It is recommended that the report of "Inspection of Airfield Site, Ascension Island," heretofore referred to, be followed except with regard to certain changes herein set forth; and that the Office, Chief of Engineers, be requested to proceed with such plans and to procure supplies for the construction in accordance with the following plan:

a. That airport and runway facilities together with other supplemental requirements be installed and constructed as recommended in the previous Inspection Report, dated January 2, 1942.

b. That it is reported that the Air Corps organizations which will be assigned to the Base will consist of one pursuit squadron, interceptor, one medium bombardment squadron, together with such Arms and Service troops as may be assigned by A-1.

c. That it is reported by GSWP that the garrison detachment which is contemplated will consist of one batallion headquarters with a Field Officer, one Infantry Rifle Company (reinforced with machine guns, 30 and 50 calibre) one battery, 37 mm anti-aircraft, with 50 mm assigned, a medical detachment (with hospital beds), together with QM and Ordnance elements necessary for maintenance.

d. That U. S. Navy intends to utilize the base to form a base for patrols and will assign thereat one squadron consisting of 12 PBY's--amphibions or equivalent--the total Navy detachment to consist of 300 Officers and men.

COPY FOR LT. COL. CRAIG

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February 2, 1942.

SUBJECT: Report and Recommendations for Construction of Project, Agate. (Ltr. to C/AAF, A-4 Section (Major Charles H. Woolley).

e. That it is recommended that the battery of two 5.5 Naval guns, now on the Island, owned by the English Garrison, together with their ordnance, installations and barracks be acquired and taken over to augment the defense force.

f. That for the maintenance of the total force to be installed at the base, that facilities be accordingly provided for 1,500 Officers and men.

g. That inasmuch as the temperature at the base site is exceptionally moderate and healthful, that accordingly the personnel be housed in tents; and that accordingly, tentage facilities be procured and supplied for a force of 1,500 Officers and men. That any theatre of operations construction be performed only at a later date.

h. That for the purpose of obtaining required water supply, a required number of salt water evaporators be procured and installed, preferably of a type similar to those now being purchased by the Office, Chief of Engineers, of an output of 5,000 gallons each (consuming 60 gallons of gasoline per day together with 250 gallons of number 2 domestic fuel oil); and that three of such evaporators be installed, giving a total capacity of 15,000 gallons per day, and be dispersed in location as set forth in the original Inspection Report, dated January 2, 1942.

i. That for the purpose of protecting and insuring the water supply for the future, the Engineering Officer charged with the installations in the within project be requested to make an investigation immediately and report upon the most advisable method of constructing additional catchments and reservoirs on Green Mountain to provide additional reserve of fresh water for use of detachments.

j. That additional power units be installed to provide adequate facilities for detachment forces of 1,500 men together with added reserve.

k. That the amount of monthly gasoline consumption estimated by the detachments and forces using said base are as follows: Air Corps Ferry Command, 1,000,000 gallons, 1 squadron I. P., 108,000 (based on 80 flying hours per month), 1 squadron M.B., 130,560 (based on 80 flying hours per month), 1 Navy Squadron PBY's, 250,000 gallons, total of 1,488,560 gallons per month.

l. That the U. S. Navy reports that inasmuch as the base is on the regular supply route, the same can be supplied regularly and all reserves replenished within a period of 30 days during all seasons of the year. Accordingly, it is recommended that a complete gasoline storage consisting of both monthly operational requirements together with a reserve be maintained, namely the equivalent of 60 days' requirements, or 3,000,000 gallons of aviation gasoline.

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February 2, 1942

SUBJECT: Report and Recommendations for Construction of Project, Agate.
(Ltr to C/AAF, Att: A-4 Section (Major C. H. Woolley) Cont.

m. That suitable Rescue Boats be obtained of a general type similar to the 104' Air Corps Rescue Boats previously purchased, and referred to on Inclosure #2.

n. That all other recommendations as set forth in the original Inspection Report be provided for the estimated force, units, and detachments, as herein set forth.

3. Information has been received that the Office, Chief of Engineers, has available an Aviation Engineering Battalion for the purpose of embarking and proceeding with the construction within 30 days' time.

2 Incls.
#1--List of Rescue Boats.
#2--Memo on Agate, 1/29/42,
wrtn by Maj. Sargent.

LET/ml

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January 27, 1942.

AGATE

Rescue Boats. Recommendations.

1. Two A.S. Rescue Boats 104 ft.

2. Four 500 lb. U.S. Navy Anchors for moorings.
   (a) Two of above for spares.

3. 1" chain 200 fathom
   (a) 80 fathom for each mooring boats probably to be moored in 10 fathoms.
   (b) Two 80 fathom lengths for spare.

4. Four mooring buoys (cans 4 ft. diam. 6 ft. long with eye bolts and shackles)
   (a) Two for spares.

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AGATE

January 29, 1942.

SUBJECT: Fuel Pipe Line, Shipto-Shore.

1. In a recent conference with representatives of the Standard Oil Company, the subject of ship-to-shore delivery of gasoline, where docking facilities do not exist, was discussed by Mr. Tompkins of the Socony Vacuum Oil Company, now attached to the British Purchasing Commission.

2. Some four years ago, Mr. Tompkins surveyed the laying of a pipe line to supply Accra, Gold Coast, Africa. The proposition was to weld 8" pipe on the beach (10" pipe too large), and to weld #1 section to #2 (#1 being capped at the outer end so that it would float) and tow to deeper water,-in turn #2 to be welded to #3. There is enough elasticity in the pipe itself so that it would not break. This process would be carried on for a total of 12,000 feet, where the cap would be removed from the outer end and strong 8" hose attached. The length of the hose should be five times the depth of the water at that point. A chain and buoy should be next attached to the end of the hose and dropped under the water, permitting the entire length of hose and 12,000 feet of pipe to fill with water and sink to the bottom.

3. As soon as it is definitely determined where the end of the pipe line rests, two double-anchor moorings are placed so that the tanker can tie up bow and stern and haul the 8" hose on the tanker with the aid of buoy and chain. The next step is to uncap the hose, which is full of salt water, and attach to the gasoline pump on the tanker. The gasoline forces the salt water up into the land storage tanks where it is later drained. Then the entire load of the tanker has been pumped ashore, salt water is pumped after the gasoline, and once again the rubber hose is capped and thrown overboard. By this means, the pipe line is kept submerged.

4. Mr. Tompkins has engineered four of these installations in various parts of the world. At the meeting mentioned above, it was figures that a pressure from the tanker maintained at 100 lbs. or below, would discharge 40,000 barrels of gasoline in 24 hours.

5. It is suggested that similar installation be considered for Agate, from "The Long Beach" to a depth of six fathoms.

L. M. Sargent,
Major, Air Corps,
Foreign Projects Section.

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March 6, 1944.

Captain Frank Norwood,
Charleston Port of Embarkation,
South Charleston, South Carolina.

Dear Captain Norwood:

I have just received a copy of the Operations Plan for the Post that you are going to. This plan has all the various annexes, including the Air Defense Plan, Intelligence Plan, and so forth and so forth. This was prepared by [redacted] Col. Baldwin probably has a copy of this plan, and if possible you might look it over. It is a plan and therefore is not entirely correct or in accordance with actual orders but it is a general outline of the program. I will arrange to show it to Col. Chatlain or whoever turns out to be the Commanding Officer of the Air Units.

This plan also deals with promotions and in the event you do not have the circulars referred to, I am enclosing two circulars that you might like to have in your files. For your information in relation to promotion of officers, this will be in accordance with War Department Circular No. 1, but the provisions of the circular pertaining to occupying position vacancies for six months are waived. Authority is granted the Force Commander to fill 100% of position vacancies at his discretion. Promotion of enlisted men is in accordance with AR 615-5, as changed by War Department Circular No. 25 of 1942.

You have a most interesting assignment and although we did not dwell on the subject much in our conversations, I think you realize the vital importance of this Task Force to the Allies.

Best of luck.

Sincerely yours,

Charles [redacted] Taylor,
Major, Air Corps.

2 Incl.
WD Circular #1, 1/1/42.
WD Circular #25, 1/28/42.

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ADDRESS REPLY TO
CHIEF OF THE AIR CORPS
WAR DEPARTMENT
WASHINGTON, D. C.

WAR DEPARTMENT

OFFICE OF THE CHIEF OF THE AIR CORPS
HEADQUARTERS, AIR CORPS FERRYING COMMAND
WASHINGTON

March 3, 1942.

MEMORANDUM FOR MAJOR TAYLOR, AWPD
Room 3103, Munitions Building

Subject: Ascension Island Project.

In line with recent telephone conversation with your office, attached is a copy of a letter from W. C. G. Cribbett, Royal Air Force Delegation, in regard to the above project. It is requested that all possible means be employed to expedite the construction contemplated.

Robert M. Love

ROBERT M. LOVE
1st Lt., Air Corps
Executive, ACFC

MAR 5 '42 AM

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Box 772
Benjamin Franklin Station
Washington, D. C.

ROYAL AIR FORCE DELEGATION
(British Air Commission)

8th February, 1942.

A.22,119/42.

Chief of the Air Corps,
War Department,
WASHINGTON, D. C.

FOR THE ATTENTION OF GENERAL ROBERT OLDS

Dear General Olds,

With reference to your letter of January 14th addressed to Wing Commander Adams on the subject of the Ascension Island project, we have been instructed by the Air Ministry to inform you that their main consideration is to expedite the American preparation of the air base, and accordingly that the creation of the necessary facilities should proceed, leaving the matters under discussion with the Foreign Office to be resolved concurrently.

I understand that certain practical details in connexion with the project are being discussed separately with you.

Yours very truly,

/s/ W.C.G. Cribbett

W. C. G. CRIBBETT.

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MEMORANDUM FOR THE CHIEF OF AIR STAFF:

Subject: Report on Directive No. WP-14
Airfield at Ascension Island.

1. In accordance with par. 5 of the subject directive, a report was rendered on February 14, 1942.

2. An additional report is rendered at this time as follows:

a. Orders have been issued by the Adjutant General for the movement of the first echelon.

b. The Adjutant General has been instructed to direct the Air Force Combat Command to constitute and activate the air units for this project.

c. The Commanding Officer of this task force has reported for duty, also one air officer.

d. War Plans Division of the General Staff states:

(1) An agreement has been reached between the Army and Navy for joint use of certain facilities.

(2) Informal agreement from the Joint Chiefs of Staff places the responsibility for defense upon the United States.

(3) Informal diplomatic authority has been received for the activation of this project.

H. A. Craig,
Colonel, AC,
Acting Asst. Chief of Air Staff, A-WPD.

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Temporary Duty orders.

AAF/A-WPD
CMT/jk

1	A-WPD	AAG Att: Capt. Hohman	3/3 1942	1. It is requested that you arrange travel orders for Captain Frank Norwood (O-286972), Air-Res., covering travel from Charleston, S. C., port of embarkation, to Headquarters, Army Air Forces, Washington, D. C., and return. He was ordered to Washington on verbal orders by telephone. He departed from Charleston at 5:10 PM, March 1, 1942, by train, arriving in Washington at 8:30 AM March 2, 1942. He will return to Charleston in the next day or two and will notify you before his departure. 2. The purpose of this temporary duty in Washington was to secure the necessary information regarding his next mission.

H. A. C.
AC/A-WPD

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Lt-Col - Frederick H. Chatlain (Air-Rep (JAP)
Chicago - Cadet Examining Board

Capt Frank Norwood
47th Bomb Sq
Will Rogers Okla.

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PX Major Hanes Room 59 Eng

36', 2K 100hp

Engineers — Liaison boat — Runway Lighting

Room 4A 816-271

GHQ — Col Stewart + Col Smith + Col Baldwin

Col Smith G4 Lt Col Mitchell Smith

Supply - Babcock - Eng Equip to be left — Cold Storage

Liaison boat - Barbers + equipment — Gas + Oil

+ other fuel

Cobbs + G4

AS Comd + G4

Col Hardy 5.5 guns + personnel

Col Hardy activate Comp. Eng Co 5-176 + equip

Navy - Crash Boat

McCloskey - Asst Eng.

A1 + AAG - Maxwell orders ① wash ② Agate

Ammunition - Bombs - Torpedoes -

Col Nyson - copy of memo.

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DATE INITIALS

Units for Ascension Island.

AAF/A-WPD
CMT/jk

1. A-WPD A-3 2/13/1942

1. Col. De Armon states that the Aircraft Warning Service for Ascension Island will be the 692nd Signal Aircraft Warning Reporting Company (Frontier) (less 1 long distance reporting platoon, plus 1 communications section.)

2. He wishes one officer and seven enlisted men to accompany the first echelon to Ascension.

3. Col. Watnee wishes the nine enlisted men of the Army Airways Communication Service Detachment to go with the first echelon.

4. It is suggested that you contact all Air Corps units scheduled for Ascension Island to determine what personnel and equipment should go with the first echelon and notify G-3 of this fact.

H. L. G.
C/A-WPD

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WAR DEPARTMENT
The Adjutant General's Office
Washington

AG 370.5 (2-14-42)MSC-C-M February 15, 1942.

SUBJECT: Movement Orders, Service Detachment.

TO: The Commanding Generals,
Fourth and Sixth Corps Areas.

1. It is desired that you move the detachments shown on inclosure hereto to the Charleston Port of Embarkation, Charleston, South Carolina, for further movement to foreign service.

2. Detachments will report to the Port Commander as early as practicable and in any case not later than February 25, 1942.

3. This movement is a PERMANENT change of station.

4. Movement will be made by rail and motor.

5. Other instructions:

a. Physical examinations will be completed prior to departure from home stations. Immunization, in conformity with current regulations and including yellow fever, will also be completed prior to departure from home stations if practicable. Where not practicable, immunization will be completed after arrival at the Charleston Port of Embarkation.

b. Clothing now in the possession of individuals will be taken from home stations.

c. Equipment: Individual full field in accordance with TBA of the service to which individuals are assigned will be taken from home stations. (Trunk lockers will not be taken. In lieu thereof, one additional barrack bag is authorized.)

d. The grades and ratings authorized in this directive are in addition to those now allotted source units and detachments. Enlisted men need not hold the grades and ratings shown but will be qualified to do so.

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e. Direct communication in all matters relating to this movement is authorized.

f. Report by radio to this office date of departure, estimated date of arrival, strength, and date of arrival.

6. Obligate the following procurement authorities to the extent necessary.

Travel of the Army

FD 1437 P 1-06, 3-06, 15-06, 17-06 A 0410-2

(For travel of officers, and enlisted men; and for travel of dependents of officers, and enlisted men of the first three grades.)

Army Transportation--Motor

QM 1620 P 32-02, 35-12 A 0525-2 "C"

(For gasoline and oil, and repairs to motor vehicles en route.)

Army Transportation--Commercial

QM 1620 P 54-01, 54-02, 54-13, 54-07 A 0525-2 "D"

(For packing, crating, and shipping equipment, impedimenta, and authorized household goods allowances of officers, and enlisted men of the four grades; and for tolls and ferriages en route.)

Barracks and Quarters

QM 1620 P 102-02, 6-10, 9-10, 11-11 A 0535-2

(For fuel, light and water service, and rental of camp sites en route when impracticable to camp overnight at regular Army reservations.)

By order of the Secretary of War:

1 Inclosure

E. S. Adams
Adjutant General.

COPIES FURNISHED:
The Commanding General,
Field Forces;
The Provost Marshal General;
The Chief of Supply Arms, and Services;
Divisions of the War Department
General Staff.

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Inclosure

1. From Fourth Corps Area at Large:

Quartermaster
- 1 Master Sgt, Chief Clerk
- 2 Technical Sgts
  - 1 Supply
  - 1 Motor
- 3 Staff Sgts
  - 1 Supply
  - 1 Motor Supply
  - 1 Subsistence
- 4 Sgts
  - 1 Chief Baker
  - 1 Fiscal
  - 1 Salvage
  - 1 Clerk, record
- 1 Pvt, Mech, auto and truck, Tech, 3d grade
- 1 Pvt, Mech, auto and truck, Tech, 4th grade
- 2 Pvts, Mech, auto and truck, Tech, 5th grade
- 1 Pvt, Baker's helper
- 1 Pvt, Blacksmith, Tech, 5th grade
- 2 Pvts, Tech, 5th grade
- 2 Pvts, Chauffeur
- 1 Pvt, Clerk, Supply, Tech, 4th grade
- 3 Pvts, Clerk, Supply, Tech, 5th grade
- 3 Pvts, Clerk, Typists, Tech, 5th grade
- 1 Pvt, Stenographer, Tech, 4th grade
- 3 Pvts, Storekeepers, Tech, 4th grade
- 1 Pvt, Warehouseman, Tech, 4th grade
- 2 Pvts, Warehouseman, Tech, 5th grade
- 1 Pvt, Welder, Tech, 4th grade
- 3 Pvts, Bakers
  - 1 Tech, 4th grade
  - 2 Tech, 5th grade
- 2 Pvts, Basics

2. From 4th Ord Serv Co, Fourth Corps Area:

Ordnance
- 1 Tech Sgt, Mech, Arty
- 1 Armorer, Tech grade 3
- 1 Armorer, Tech grade 4
- 1 Mech, Arty, Tech grade 3
- 1 Mech, Tractor, Tech grade 4

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Ordnance (continued)
2 Mechs, Arty, Tech grade 4
1 Mech, Arty, Tech grade 5
1 Instr Repairmen, Tech grade 3
1 Munitions Worker, Tech grade 4
1 Clerk, General, Pvt 1st Cl
1 Mech, automotive, Pvt 1st Cl
1 Welder, General, Tech grade 4

3. From Sixth Corps Area at Large:

Finance
1 Master Sgt
1 Tech Sgt
1 Staff Sgt
1 Pvt, Tech, 4th grade
2 Pvts, Tech, 5th grade
1 Pvt, 1st Cl

4. To be ordered by TAG, by seperate instructions.

a. Two (2) enlisted men, Postal Section.

b. Officers

2 QMC
1 Finance
1 Ordnance

Total Detachment: 4 Officers - 62 Enlisted Men.

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HEADQUARTERS ARMY AIR F CES

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ROUTING AND RECORD SHEET

CMT

Note.--A line will be drawn across sheet after each comment.

File No. .....

Tally No. AAF .....

SUBJECT: Construction of Air Field at Ascension Island

NO.	FROM	TO	DATE	COMMENTS
1.	AAF AWPD	AAF A-2	1942 1/20	AAF/AWPD CMT/ls 1. Request has been made of the British for authority to construct a staging field for the Air Corps Ferrying Command at Ascension Island with the least possible delay. This field will permit the ferrying of shorter range aircraft from Brazil to Africa than is now possible; and will also provide an alternate (more Southern) route to Africa in the event of Axis occupation of Northwest Africa. 2. It is desired that an Intelligence estimate be furnished this Division to be used in planning the air and ground defenses of Ascension Island. H. L. G. C/AWPD
2.	AAF A-2	AAF A-WPD	1942 2/3	AAF/A-2 GGC-ghf 1. Attached hereto is an estimate for the purpose of planning air and ground defenses of Ascension Island as requested in paragraph 2 above. Incl. Estimate on planning the Air & ground defense of Ascension Isl. M. F. S. C/A-2

FEB 5 42 AM

RECEIVED
AIR WAR PLANS DIV.

(Do not use reverse side) W-4071, AC. Rev. 8/14/41

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A-2 1/21

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THE STRATEGIC POSITION OF ASCENSION ISLAND

Reason for an Airbase at Ascension Island.

1. Ascension Island lies approximately 1435 miles from Natal, 1590 miles from Lagos, 1152 miles from Freetown, 1031 miles from Monrovia and 1821 miles from Pt. Noire.

2. The present ferry route for long range bombers between Natal and West Africa is entirely dependent on the Neutrality of Vichy, France or the control of Vichy, France's West African colonies by the Allies. If French West Africa, which includes Dahomey, Togoland, Ivory Coast, French Guinea, Senegal, Mauritania and French Sudan, should fall to the Axis, all normal flights from American to the Middle, Near and Far East will be impossible unless an airport is built at Ascension Island.

3. Present plans include delivery of medium bombers to Egypt and the Far East. This type of plane can not safely make the flight from Natal to West Africa. With an airdrome at Ascension Island, the flight across the South Atlantic from Natal to Liberia is possible.

4. A survey of ships sunk during the past year, shows 45 ships sunk by Axis submarines or surface raiders in the area bounded by 20°N 5°S 30°W and the African West Coast. American Naval Patrol planes based at Ascension Island and at Fishermans Lake, Liberia for patrol duty between these two points would not only minimize the loss of personnel flying the South Atlantic route but could also go far towards eliminiating the submarine hazzard to allied shipping in this area.

Hazzards to an Airbase on Ascension Island.

1. As the combined allied fleets cannot at present spare a permanent guard for Ascension Island, attacks must be expected from surface craft, intermittent coastal shelling by submarines as well as the ever present possibility of Axis Vichy collaboration making bombing raids from French Guinea or the Ivory Coast possible.

2. After the airdrome and installation are built, the two chief hazzards will be submarine action against supplies of fuel and food being brought in and any damage to the salt water distillation plants.

As a force of 1700 men is contemplated for the Island, it is essential that underground reservoirs be installed with sufficient capacity to supply the island with water for the estimated period of repairs of the greatest possible or total damage to the distillation plants. For this reason, it is recommended that the distillation plant be placed anywhere but on the beach below the South West Plains as the depth of water here allows a close approach by submarines. Best of all, the plant, in spite of expense, should be placed where it is accessible only to aerial bombing.

This Division will keep you informed of any information coming to hand of the probability of French West Africa being used as a bombing base by Axis planes.

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GEORGE G. CAREY,
Captain, Air Corps.

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Air Force Requirements for Bombproof Installations.

AAF/A-3
JHA-aea

2	AAF A-3	AAF A-4	11/3	The recommendation in Item 1 that the attached report be published is concurred in. However, due to the secret nature of the report and its potential value, it is recommended that its distribution be restricted to -

The Commanding Generals, Air Force Combat Command, Caribbean Defense Command, and similar commands.

Incl. N/c

E. L. N.
C/A-3

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Subject: Air Force Requirements for Bombproof Installations.

AAF/A-4
CMC/mr

3. AAF A-4 — A-WPD — 1941 11/7

1. This Division concurs with R & R No. 1.

Incls.
Ltr fm AFCC, C/F, C/AC to C/AAF, abv subj, 7/21/41, w/1 Ind. & 2
Incls: Appendix A & B.

EPS
C/A-4

AAF/A-WPD
CMT-hlg

4. AAF C/AS — AAF AAC — 1941 11/14

1. The Chief of the Army Air Forces directs that the Air Adjutant General publish the attached report of a Board of Officers, Subject: "Air Force Requirements for Bombproof Installations" and arrange for its distribution as follows:

a. Units of the Army Air Forces down to and including the Commanding Generals of the Interceptor and Bomber Commands.

b. Commanding Officers of Air Force units outside the continental United States.

c. Commanding Officers of Aviation Engineering Regiments.

d. All Divisions of the Air Staff.

e. Chief of the Army Air Corps (10 copies for further distribution within that office)

f. Office, Chief of Engineers (5 copies)

g. Members of the Board making the report.

h. Assistant Chief of Staff, G-4.

Incl. n/c

CS
C/AS

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WPD
SHS

WPD 4650-4

February 5, 1942

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Construction of airfield at Ascension Island.

The Secretary of War directs that a secret, immediate action letter substantially as follows be sent to the Chief of Engineers:

1. Refer to directive published in compliance with AAF/AWPD/60-3, February 3, 1942, subject as above.

2. The composition of the garrison for which facilities will be provided is as follows:

	Off.	EM.
Air Corps Composite Sqdn with Air Corps Services, including AWS detachment with 1 - SCR 271 and AC transients	114	517
One Inf. Bn (less 2 Rifle Cos.)	16	470
One Btry 105 mm howitzers	4	116
One Platoon CA (S/L)	1	35
One Btry CA (AA) 37 mm Gun	6	148
One Section QM Co (Bkry)		8
One Station Hospital (150 bed)	14	100
QM Detachment	2	40
Finance Detachment	1	6
Ordnance Detachment		14
Signal and Engr. Personnal		17
Navy (aggregate)		250
	158	1721

3. Housing will be limited to tents, floored and framed with screening if climatic and health conditions require it with the remainder of the facilities provided in accordance with War Department policy for Theatre of Operations camp.

Concurrence.
A. C. of S., G-4 (LRL) 2/6/42

L. T. GEROW,
Brigadier General,
Assistant Chief of Staff.

MEMO FOR RECORD: Informal concurrence in the above by GHQ (Col. Stewart), AAF (Col. Anderson), and G-3 (Col. Hodes).

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major Taylor

Notes on conference held in Col. Shevrill's office - 2/4/42.

Present: Col. Burum, AC
Col. Atkings, AC
Lt. Col. Anderson, AC
Maj. Woolley , AC
Representatives of the Corps of Engineers
Major Burrage, G-4
Lt. Col Flory, GHQ
Lt. Col. Charles Stewart, GHQ
Lt. Col. Rehm, G-4

Purposes: To secure data necessary to prepare a directive to the Corps of Engineers regarding necessary construction for project Agate.

I. The engineers state there are three things to construct; first are airport facilities; second, technical facilities for the Army and Navy; third housing and living facilities for the entire garrison.

The Corps of Engineers has designated the 38th Engineers Regiment for this job; this regiment is now located at Camp Jackson, South Carolina and can proceed to Agate two weeks after receiving directive.

The Air Corps (Lt. Col. Anderson) promised to give Col. Rehm the Air Corps requirements this date.

The Navy willfurnish Navy requirements. The requirements for the defense garrison will be worked up by G-4 in conjunction with Col. Baldwin who has been designated as Commanding Officer of Agate.

II. General subjects covered in discussion:

A. Mr.Lovett wants all possible protection furnished and states that Agate must be held against attack.

B. GHQ states that the garrison for Agate may be changed both in numbers and in composition. They believe that with Navy plans their army bombers may not be needed. They suggest 105 mm guns in place of the 155 mm guns set up in the original equipment list.

Col. Hayes states that he wants a definite decision whether command will be by an Air Officer or a Ground Officer; if no objection is registered, Col. Baldwin, Inf. will be the Commander.

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C. G-4 states there is no problem as to where the money will come from.

D. The engineer equipment to go first to Agate will number 12,000 to 13,000 men and will defend the island until the runways are in such shape that hostile planes could land at which time anti-aircraft and pursuit defense should be added.

E. Fresh water will be furnished from condensers at the rate of five gallons per man per day.

Tentative garrison set up to be 850 ground troops (this adds an infantry heavy weapons company to the original ground garrison) Air Corps, 400; Navy 300, Transients 50; medical and hospital attendents 150; total 1750.

F. Provision to be made for storing 2,500,000,gallons gasoline.

The engineers state it will be four or five months before storage can be provided for this amount of gasoline.

In the meantime, servicing will have to be from drums and reserve gasoline will have to be stored in drums dispersed for security.

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February 4, 1942.

Subject: Conference on Construction Necessary at Agate.

Present at the conference were Major Wooley of A-4, Major Willis, SOAC, Foreign Section of Buildings and Grounds, Col. Berum of A-4, Lt. Col. Merriweather of the Weather Section, SOAC, Lt. Col. DeArmond and Lt. Col. Watnee of Communications Section, Lt. Col. S. E. Anderson of Air War Plans, who conducted the proceedings, and Mr. Brewer of the Ferrying Command.

Willis: I brought over the new lay-out showing disposition for forces at Agate and dispersal of planes. The Engineers have already assigned the troops to do the work.

Anderson: They have assigned the troops but they don't know what we want them to build. This meeting is to find out just what we will need. Col. Merriweather, what will the Weather Section need?

Merriweather: Merely a building with 1200 or 1400 sq. ft. of floor space.

Anderson: The Service Command wants enough space for 4 officers and 50 men and that is all they are interested in. We have figured on a total of 200 men, made up of a weather detachment, airways detachment, communications detachment, and part of a material squadron.

Berum: They are going to send a composite squadron. Are the men belonging to that outfit going to do the work for the Ferrying Command?

Merriweather: We would like to have a building that would give 1200 to 1400 sq. ft. of floor space. We will have a couple of officers and 15 to 20 men. We could use any kind of building; we would prefer a wooden one but could use anything that would take care of it.

Willis: We have been talking about tents first and prefabricated housing later.

Merriweather: We could get along with two or three tents.

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Borum: Your equipment will come later. We want to know now what you want the Engineers to do.

Merriweather: We have sent a list of our requirements down to Buildings and Grounds. All we need is a base for the ceiling light projector and perhaps a tower for making baloon observations. We want to have our office close to the Operations office. If there aren't any tall buildings, we don't need a special tower. The tower is to prevent the observation baloons from disappearing behind a hangar. These figures are for office space. Quarters are additional.

Anderson: How about the aircraft warning service detachment?

DeArmand: I know they are putting one in.

Anderson: We want to know about any construction that will be required for the aircraft warning service and the size of the detachment; also the airways communications service.

DeArmand: I will get that information.

Anderson: We also want to know about any other communications.

DeArmand: Are there going to be any pursuit?

Anderson: There will be two flights of pursuit and one flight of bombardment. Are you going to want a large radio station? Will a detachment of airways communications work?

DeArmand: We are planning on a one kilowatt job.

Wooley: Do you want a primary installation? We have asked for primary installations in two or three places on the African route. I should think that you would want a primary installation here.

DeArmand: This 1 Kwt. job will pull you through to a thousand miles.

Anderson: There is only one way of communications on the Island and that is the cable.

Brewer: There is a big radio station there.

Wooley: You aren't going to be able to count on that station.

DeArmand: If you are going to load it down with administrative messages, you are going to have to put in an additional system.

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Wooley: The difference between the case of a primary installation and the 1 Aut. Job is very little compared to the whole cost of the project.

DeArmani: The 1 Aut. job will handle it but will not handle administrative and traffic requirements. If you are going to start sending 25-page requisitions, that station can't handle it. If it is to be used for emergencies only, that's all right. We will handle the Ferrying Command needs with the installation we are planning.

Wooley: There will be 1500 ground troops, let alone what the Navy puts in there.

DeArmani: I'll check on a point-to-point station.

Anderson: How about a radio range beacon?

Willis: The Ferrying Command wants one.

Brewer: The Army has got to have that.

Wooley: You want an Alcock on there?

Anderson: What construction will the Engineers be required to do for all of this equipment?

DeArmani: Are you going to set up a filter system for this amount of pursuit? You had better get somebody up here to tell us about that.

Wooley: Col. Craig says we will settle on a composite squadron with one flight of bombers and two flights of pursuit.

Anderson: What facilities will we need for transient personnel?

Wooley: It is going be tentage, anyway, isn't it? We have figured on facilities for fifty persons transient personnel.

Brewer: That's not enough. In good weather we will only keep one day's people there but if we can get them in and not out we will have to have room for more than that. On these light planes, they might not be able to get out to go to the ports where they are going. The weather on the Island is always good but it might be bad at the African port.

DeArmani: Are they going to put in a formal control system or are they going to just let the indicators do the work? If you are just going to alarm people, this is all right, but if you are going to

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have elaborate filter system, we will have to have more people.

Anderson: We will have somebody trained particularly to operate it, to be available by the 4th of March for the fixed set.

DeArmand: Anything else on communications?

Borum: The number of men to be housed.

DeArmand: Two detector stations take 40 men plus.

Anderson: Burledge wants to come over here. I will call him when we get somewhere near the end. He wants a complete directive and would rather wait a little longer in order to obtain more explicit information.

Borum: What does Ferry Command want?

Brewer: Housing for our own personnel of 50 people permanently. These will be weather, communications, and control officers, a detachment of a materiel squadron for station on maintenance, gassing, oiling, and minor repairs.

Wooley: This is an almost complete duplication of the Post facilities.

Anderson: Four officers and 50 men from the Service Command will do that.

Brewer: Then we can reduce our staff to the control officer and 5 men.

Willis: You have 20 officers and 100 men at Natal.

Brewer: But this is different. Here we have everything done for us--housing, messing, even gassing and minor repair. All we need is a man to run the works.

Wooley: How much gasoline will you need?

Brewer: A million gallons storage space.

Wooley: You mean storage space for the use of a million gallons per month.

Willis: That would mean 2,500,000 gallons total gas storage for everyone.

Brewer: Make it 2 officers and 3 enlisted men. Say a maximum of 10 men to provide for people being sick and so forth. Transient personnel is quite another thing.

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Willis: There is dispersement space for 40 planes.

Brewer: That is the maximum.

Anderson: There are 24 planes in the permanent garrison.

Willis: This is for ferrying planes. The defense planes are taken care of separately.

Brewer: We would figure on 40 planes maximum to start with. That would mean accomodations for 75 transients. At least half would be officers, but there is very little distinction in rank in these crews.

Anderson: What about supplies?

Brewer: We will have running spares, that is, tires, tubes, spark plugs, gaskets, for first echelon maintenance. Any major overhauls will necessitate the plane's being taken off the island by boat. If an engine were necessary, it could be put on the next plane and flown over.

Anderson: Would you have to have more supply space and a separate building?

Brewer: We wouldn't need a hanger as we would only do minor repairs. A 25' x 50-60' warehouse would be adequate, single story, prefabricated building. We could use half of that building for our control office.

Willis: We are figuring on 5 gallons of water per man per day. The natives are limited to 3½. We will have a composite squadron, air base personnel.

Anderson: How about cold storage facilities? And what about bomb and ammunition storage?

Willis: You would have to have separate storage for aviation gas, motor gas, and diesel fuel. There is a recommendation for an 8-inch submarine pipe line. You would need a power system large enough for cold storage, lights, and water. It must be sufficient for all your needs and 50 or 60% more. You could use Diesel-electric standard units, using two or three 55 to 75 kwt. portable installations, rather than trying to get one large unit.

Anderson: What type and size gasoline tanks do you recommend?

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Willis: The Engineers have 3 large tanks now that were supposed to go to the Philippines. They could be sliced off, making smaller tanks which could be placed underground. Two 25,000 barrel tanks would be enough. That would take care of one tanker. You could pump the gas from these into a dispersing system. There are plans for deep-sea rescue boats which would have two functions. These boats are 100 to 110 ft. long, with guns mounted on them. In addition to their rescue work, they could patrol while tankers and supply boats were in the harbor unloading, as this places the boats in a very vulnerable position.

Anderson: There will be 15 pursuit planes and 3 bombers to provide dispersal for.

Willis: The Engineers will have to rebuild the road to town and put the necessary pipe lines in. I suggest that they put a 150-man hospital and rest camp up on Green Mountain, if they can get permission. I suggest that they take jeeps and Austins for transportation. All the roads are based on the turning radius of an Austin and all the roads will have to be rebuilt if they are to accomodate anything larger.

Watmee: We are planning on two detector stations, on in the southwest bay area, and one in the northeast bay area. These will require 6 officers and 155 enlisted men--a Signal Aircraft Reporting Company, Frontier, less 1 platoon. No special construction other than housing and messing facilities will be required. The equipment is large and will have to unload at the point.

The ACS outfit will have 9 men, and a building 20' x 20', perhaps three sections each way of knock-down construction. This building should be located near the airfield. It will include a homing transmitter and a point-to-point transmitter, which should be located within a reasonable distance of the field. The radio range station might be located on level ground over near the town. It requires a fairly flat piece of ground 500 ft. square. We will need a building 12' x 18' to house the equipment there. This equipment will be run by a 2 to 5 KVA unit range station. The homing transmitter requires a 15 kwt. unit at the field. We are furnishing our own units, but you will have to figure on fuel for them. The units have already been ordered. We will need an operating position in the operations hangar 15' x 20' of room, adjacent to the weather and dispatch rooms. A separate 2.5 kw ACS will handle administrative needs. We will tie into PAA in both South America and Africa. The engineers will have to put up the radio antenna.

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Willis: There is good fishing around the Island. The colony has professional fishermen who go out each day. We could have regular men with fishing equipment for our men. They also have gigantic sea turtles in some seasons.

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Weather detachment will need a building with ~~12,000~~ 1,200 or 1,400 or 14,000 sq. ft. of floor space, for office space.

Service command wants enought space for 4 officers and 50 men.

Total of 200 men in weather detachment, communications detachment, aircraft warning service, and at least part of a Material squadron.

Weather: 2 officers and 15 or 20 men. We would prefer a wood building but could use two or three tents. Our equipment will come later and all the Engineers need to do is build a base for the ceiling light projector. We want an office close to the Operations Office.

There will be an aircraft warning service, army airways communications service, radio range beacon (Adcock).

There will be two flights of pursuits, 16 planes, and one flight of bombardment, 8 bombers.

1 kwt. communications system will be sufficient for operations and limited administrative use.

There is now a cable and radio station on the Island. These are British and cannot be depended upon.

Ferry Command wants temporary facilities for 20 planes maximum to start with and 50 to 75 transient personnel. Permanent personnel of 2 officers and 8 enlisted men.

Air Service Command wants 4 officers and 50 men.

Ferry Command needs storage space sufficient for a million gal. of gasoline per month. Figures are two and a half million gallons total storage space.

Ferry Command needs building 20' by 50-60' for storage of small parts, batteries, tires, spark plugs, etc., and some of this will be used for office space.

How about bomb and amunition storage?

Maj. Willis recommends an 8" submarine pump line for bringing fuel in from tankers. The Engineers have some large tanks which can be cut down to two 25,000 barrel tanks which could be placed underground between the town and the field. Gas could be pumped up into the tanks and gravity fed down into the distribution system. Drums will have to be used until this is set up.

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Will have to figure on power, system, cold storage, and water for them.

For power use 55 to 75 kw. portable Diesel systems and put in several rather than trying to get one large system.

Deep-sea rescue boats,100-110 ft. long, with guns mounted on them, could defend tankers unloading.

The road from the field to town will have to be rebuilt.

Try to arrange for 150-man hospital and rest camp up on Green Mountain, if possible.

Jeeps and Austins could be used on the roads.

There are planned two detector stations, one in the southwest bay, and one in the northeast. Will take 6 officers and 105 enlisted men, a Signal Airdraft Reporting Company, Frontier, less 1 platoon. Needs no special construction.

ACS outfit needs 9 men, a building 20' x 20'. Will have a homing transmitter and a point-to-point transmitter. This sould be near the field; radio range might be put near the town, as it needs a fairly flat stretch of ground about five hundred feet square. Need building 12' x 18' to house equipment there. They will bring their own power units: one 2 to 5 KVA unit and 1 15 kw. unit. They need an operating room 15' x 20' adjacent to the Weather and Dispatch rooms. A 2.5 kw. ACS will also handle administrative stuff and tie into PAA in South America and Africa. Engineers will only have to put up radio antenna.

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Maj. Taylor outlined importance of the project and steps taken so far. State Dept. is handling diplomatic matters. Another routing of authority is between Joint Chiefs of Staff. No directives have been issued yet. The primary purpose of this meeting is to determine what units are to go, how they will be shipped, and how they will be maintained. A-4 is monitoring the plan. A-4 will have much of the authority: supplies, equipment, transportation, shortage of water, continued supply to the Island is their problem. War Plans will work out suitable ground defense units. Funds are available through Project 170, Lease-Lend, for the Ferrying Command. The construction will be by a battalion of engineers who are self protecting. If engineers and ground defense troops are based there at the same time, they won't have enough housing or water supply. The plan is to pull out the engineers gradually and bring in the ground defense troops.

Kemp: These arrangements are all provided for in the study on the shipment of supplies. Priorities will have to be established on a water supply. We figured on 20 gal. of water a day per man. Maj. Smiser thought he knew where equipment was available. There is one available battalion but we have to act right away to get them.

Taylor: Is the size of the runways, airport, dispersal areas, etc., sufficient for the Air Corps and planes ferrying through? There is planned a composite squadron with 2 flights of pursuit and one of medium bombers; about 8 pursuit and 4 or 5 medium bombers.

Willis: There is ample room and more, for that many planes.

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Taylor: Suppose you double the size of the outfit, then what?

Kemp: Facilities can be provided for up to 40 airplanes at the same time.

Taylor: Is there room for heavy bombers?

Willis: There is plenty of room. The installation will be about the same size as Saint Lucia and B. G. 5,000 ft. runways are provided. There will have to be some provision made for dust control.

Kemp: The runways could be lengthened to 7,000 ft.

Taylor: Are the engineers planning to build revetments:

Willis: We would have to build revetments, according to Air Facilities Board figures. Dispersal areas available in that area would necessitate revetments.

Taylor: Would it be possible to build ramps and parking areas for Navy seaplanes? The Navy might want to put in seaplanes. Is the harbor suitable?

Kemp: The Navy is planning patrols with land planes based on Ascension. These planes will meet their patrols from South America and from the African coast.

Taylor: Are the planned revetments to be gasproof?

Willis: They are splinter-proof and ~~glass~~dust proof.

Taylor: How soon will the base be available for operations?

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Kemp: They could have one runway in ten days and the second in six weeks. Maj. Smizer says so and I think he is pessimistic.

Taylor: You mean that they could grade off the first runway and use it? How about dust stabilization?

Gorlinsky: I have the whole dope the Bureau of Roads recommends. They had samples of the soil and I have their recommendations here.

Taylor: How long would it take to put up the buildings?

Kemp: They could put up tents the first day to stay in while they bring in fabricating sections. They could get the condensers working the first day.

Gorlinsky: We haven't the condensers on hand.

Kemp: There is no possibility of using the moisture present. There may be surfaces which could be covered with concrete and facilities but it would take some time.

Gorlinsky: There's one thing about the availability of fuel. It takes a thousand gallons of fuel a day to supply one condensers. Twenty gallons of water a day per man is out of the question.

Atkinson: Cut down the fresh water requirements to 2½ gals. and use sea water for bathing.

Willis: That's what the British do.

Gorlinsky: It takes a thousand gallons of diesel oil or other fuel a day. How many men will you have?

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Taylor: 1,200.

Gorlinsky: 4 gal. per day per man; we will provide extra tanks for the surplus. Use sea water for bathing.

Taylor: Did they contemplate any runway lighting.

Kemp: They will use portable systems.

Taylor: What about power for lights for buildings and electrical equipment, etc.? We ought to have standby equipment for the radio and similar essential equipment.

Kemp: Par. 5, Appendix 7, of the report gives that information.

Willis: We planned for one 5 KVA and two 2 to 3 KVA.

Watnee: Probably put in two 5 KVA units.

Taylor: How will you provide so that a shell or bomb dropped on the power station will not silence everything?

Kemp: Plenty of room to put power plant away from the field. You could build the power plant anywhere. There is very little loss of power in transporting D. C. current. You can camoflage equipment and use the rough area.

Taylor: A-4 will have to figure the cubic measurement and weight of equipment to be shipped.

Kemp: Port of Spain is the logical take-off point. The Navy has units there that can transport the goods. Like Zandera, 5 days after they landed, the troops were pactically housed. They could use pre-

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fabricated sections requiring little time and costing little more money.

Taylor: Then there is no necessity of going through the CNA

Kemp: We have a million dollars for the job.

Gorlinsky: Let us handle the details if ~~you are going~~ to work through Trinidad. The District Engineers have been building stuff and we have been duplicating orders. It is a matter of getting the scheme coordinated and getting it started. (can do through Washington office easier).

Kemp: You are better equipped to get stuff here and just arrange for housing from there.

Gorlinsky: If you can get all your stuff loaded at once it will be much better. The houses we have are a plywood setup all in panels. We are stocking a bunch of them.

Kemp: Maj. Smizer says it will take two ships.

Atkins: Who will have command of the station?

Kemp: It is closer to the African Command than anything else.

Gorlinsky: We can handle the construction easily. Just have the responsibility definitely settled.

Taylor: On ground defense, Col. Hull has been working with the units necessary.

Hull: The garrison is practically the same as that in Canton. The situation with respect to water and other things limits troops,

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certainly initially.

Crumrine: Please let me know what A-4 is supposed to do.

Taylor: A-4 will arrange for food, transportation, supplies for the garrison and ferried aircraft, radio equipment, weather system, water system, and continued supply of the post.

Kemp: Housing depends on the security force that is necessary.

Hull: The garrison comprises a battalion. There will be a rifle company for general guard duty, a battery of 155 guns should go, battery of 37 mm antiaircraft artillery, service units and additional weapons over and above standard strength--additional machine guns, caliber 50 and caliber 30. The garrison can handle more armament than under normal field conditions. On the Pacific we gave them more armament than is normally called for. They need something to counteract surface raiders and submarines. We need some antiaircraft armament.

Kemp: How much do 155's weigh?

Gorlinsky: 15 tons.

Kemp: The power crane there will handle only 24-25 thousand pounds, maximum. They could be taken up in two units.

Kemp: A submarine did appear December 9th, because there were a number of Germans in small boats trying to find a landing place. They shot a couple of rounds at it and it submerged.

Hull: We may have to substitute some smaller guns for the 155's. Eventually that will be the armament desired. The total strength of the

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outfit must be held to the minimum to function.

Taylor: About how many men in the ground defense units?

Hull: Arouni 600.

Taylor: How many in the composite squairon?

Atkinson: 400. What about Derax?

Taylor: Two deraxs, one for each 180 degree arc.

Gorlinsky: 1500 people time you get through.

Hull: Should be kept down to that or under it. As far as defense is concerned they can utilize their own personnel. Putting them on a semimobile status will not take all their organic equipment. How about getting heavy stuff ashore and out? How much mobility could you have?

Kemp: One thing, on the island are three Austin cars with special equipment. They can barily raise enough vegetables and green stuff to support the present population.

Taylor: The Derax would have to be fixed station.

Watnee: Any pack animals?

Kemp: Hundreds of wild jackasses which could be trained. It costs 72¢ a month to feed one. You couldn't get across the island, across the lava flows. There are three beaches where it is possible for surf boats to come in. You only need one or two gun positions.

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Hull: You don't need a battery; just 2 5.5 guns.

Kemp: The Island was commissioned as a battleship and was only decommissioned in 1922. It was used as a rest home for rich Naval officers.

Taylor: You have to have something you can get on an Austin or a mule.

Kemp: To make a road up-hill you would have to do a lot of grading and filling. The hill is about 2,000 or 3,000 ft. High.

Crumrine: Maj. Willis will draw up the plan and coordinate it with G-4 and will represent us in the matter under consideration.

Hull: Looks like it will go through; it hasn't been approved but I think it will be. We can't do anything until we hear from the British. The main question now is who furnishes the Defense Guards.

Crumrine: The Chief of Staff hasn't yet approved it?

Hull: The Chief of Staff hasn't acted on it. A memo from the Air War Plans Division is down in our office now. The final decision hasn't been made, but I think it is worth all this planning. We have yet to make arrangements with the Navy. Who has charge of making arrangements?

Crumrine: We work it out with G-4 as to who has primary interest. If it is G-4 they will do it; if it is A-4 we will do it. There will have to be some plan for reprovisioning.

Kemp: There is mooring and a pier. You will have to use lighters.

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Taylor: We will have to have some more lighters.

Crumrine: Is there a protected anchorage?

Kemp: The anchorage is safe and secure. The island is a cable relay station and one of the most important in the Empire. They have cable and wires of the British.

Gorlinsky: Do you need me any further? I don't think you have gotten to the point where I can do any good.

Taylor: Discussion of signal communications and amunition is of interest to A-4. Signal Communication, radio homing device, and whether it is going to work with Pan-American.

Kemp: Ask Col. Olds. He is allocating the funds and it must be used as a Ferrying Command Station.

Gorlinsky: All the Engineers have is machine guns. They could be left on the Island. With these it could defend itself for some time. An Aviation Battalion of Engineers is the same as any other except that it has heavier dirt moving equipment.

Taylor: What radio facilities are necessary? A homing device and direct communication?

Kemp: You will have to get away from Pan American.

Taylor: We have provided for a 15-man weather section.

Kemp: They have a peculiar condition on weather. Two or three times a year they have a fresh N. W. wind for a few hours. The rest of the time the wind is always from the southeast. They always have clouds and

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mist with a 2,000 ft. ceiling. You need a communications section instead of a weather section. All you would need would be three or four weeks observation. They could make a few readings and strike an average. I would land a light airplane there today. In two or three days, at most, you could make things safe.

Hull: We are figuring on a medical detachment and hospital facilities.

Taylor: What ground equipment and ground transportation will A-3 want to send with their battalion? The ground forces will want some transportation.

Hull: Minimum transportation for administrative needs and semimobility in a motorized outfit.

Willis: The terrain is very rough.

(Discussion, using charts, of possible location of Derax equipment)

Willis: The country is all sharp, rough lava, and is almost impassible, except around the coast.

Kemp: There are volcanic cones you can do almost nothing with.

Taylor: How about a detector system to detect sea vessels?

Watnee: We have one that could be used.

Taylor: Except in bad weather patrols and visual observation could pick up boats.

Kemp: There is no bad weather. Visibility is never impaired.

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It would be very difficult to get across the island even to lay cable or wire of some kind. It could be done with elaborate equipment in time.

Taylor: Why not take two units and make preliminary survey to determine where they can put them.

Kemp: It will take ten days to build.

Walker: Wait until you run up against the Navy. The question is about a convoy.

Taylor: The code name is Erection 1. What other communication facilities could you provide? The organic equipment is sufficient for all needs. Homing device is the primary thing. We have a station at Trinidad and can tie in with that. Do we need a radio range?

Atkinson: The main thing we need is a homing device.

Willis: The weather doesn't indicate anything else.

Watnee: You need it but haven't any place to put it.

Willis: There is a British Navy D/F now.

Kemp: This will have a very high priority to get equipment to Australia. There is a bottleneck on all of the equipment we will need.

Atkinson: They certainly need this thing.

Watnee: The trouble with range finding equipment is that you have to have a level space. They set up poles 60 ft. long; ten feet underground and 50 ft. up in the air.

Kemp: There are plenty of spots that you can use.

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Watnee: Will pursuit have high frequency equipment? Range is no good for ultra.

Atkinson: We don't know what airplanes are going. Everything may be set up at five o'clock tonight. By eight tomorrow morning A-9 has changed three times what airplanes are going.

Wantee: We will give you a homing transmitter for bombers to come in on and range system for pursuit.

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In reply refer to Du

DEPARTMENT OF STATE
WASHINGTON

February 11, 1942

STRICTLY CONFIDENTIAL

The Secretary of State presents his compliments to the Honorable the Secretary of War and, with reference to his letter of February 5, 1942 concerning the proposed air base on Ascension Island, transmits herewith a para-phrase of a further telegram from the American Embassy at London dated February 7, 1942.

Enclosure:

From Embassy, London,
February 7, 1942.

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PARAPHRASE OF TELEGRAM

To: Secretary of State
From: London

Dated: February 7, 5 A.M.

Rec'd: February 7, 12:42 A.M.

No. 568

Refer to your telegram No. 304 of January 26; my No. 463 of January 31 and your No. 398 of February 2,

Mr. Eden has sent me a letter of which the following is the substance:

You took up with me on January 27 your Government's request that my Government grant permission for the establishment of an air base on Ascension Island to facilitate the delivery of short range planes across the South Atlantic. You also expressed the hope that we would cooperate with regard to the importation of equipment, machinery, personnel and other facilities.

Two. It was also suggested that your Government receive postwar commercial aircraft rights and that our two Governments should undertake conversations to settle the details of such rights. It was added that the combined Chiefs of Staff would make arrangements for the local defense of the air field during the war.

Three. I can now advise you that the British Government is glad to have this proposal from your Government and fully agrees on the importance of the Island

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being used for the purposes suggested during the war. It accordingly agrees to grant all facilities to enable your Government to set up the base as quickly as possible. I note that care would be taken to avoid damage to existing cable lines. In this connection I should mention that the wharf and other facilities on Ascension are controlled by the Cable and Wireless Limited, whose staff constitutes the only persons on the Islands other than the military garrison. We are confident that the company's occupational rights will be safeguarded as far as practicable and that the commanding officer of the construction project will consult Mr. Rupert, the company's local manager. I should like to know as far in advance as possible when the construction party will proceed to the Island.

Four. My Government recognizes that your Government would wish to share in the postwar civil aviation rights to the Island and is prepared to discuss with your Government a reasonable settlement with regard to such rights. In view of the military urgency of setting up the base, my Government hopes that such discussions will not delay the construction of the base and it accordingly agrees to having construction undertaken immediately, the conversations on postwar rights to be begun as soon as may be convenient to both Governments. My Government nevertheless believes that the field should not be used by

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commercial planes during the war except in cases of emergency or for military purposes other than by agreement between the two Governments.

Five. My Government agrees that plans for the local defense of the field during the war should be made by the combined chiefs of staff.

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WAR DEPARTMENT
The Adjutant General's Office
Washington

AG 370.5 (2-14-42)MSC-C-M

February 15, 1942.

SUBJECT: Movement Orders, Service Detachment.

TO: The Commanding Generals,
Fourth and Sixth Corps Areas.

1. It is desired that you move the detachments shown on inclosure hereto to the Charleston Port of Embarkation, Charleston, South Carolina, for further movement to foreign service.

2. Detachments will report to the Port Commander as early as practicable and in any case not later than February 25, 1942.

3. This movement is a PERMANENT change of station.

4. Movement will be made by rail and motor.

5. Other instructions:

a. Physical examinations will be completed prior to departure from home stations. Immunization, in conformity with current regulations and including yellow fever, will also be completed prior to departure from home stations if practicable. Where not practicable, immunization will be completed after arrival at the Charleston Port of Embarkation.

b. Clothing now in the possession of individuals will be taken from home stations.

c. Equipment: Individual full field in accordance with TBA of the service to which individuals are assigned will be taken from home stations. (Trunk lockers will not be taken. In lieu thereof, one additional barrack bag is authorized.)

d. The grades and ratings authorized in this directive are in addition to those now allotted source units and detachments. Enlisted men need not hold the grades and ratings shown but will be qualified to do so.

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e. Direct communication in all matters relating to this movement is authorized.

f. Report by radio to this office date of departure, estimated date of arrival, strength, and date of arrival.

6. Obligate the following procurement authorities to the extent necessary.

Travel of the Army

FD 1437 P 1-06, 3-06, 15-06, 17-06 A 0410-2

(For travel of officers, and enlisted men; and for travel of dependents of officers, and enlisted men of the first three grades.)

Army Transportation--Motor

QM 1620 P 32-02, 35-12 A 0525-2 "C"

(For gasoline and oil, and repairs to motor vehicles en route.)

Army Transportation--Commercial

QM 1620 P 54-01, 54-02, 54-13, 54-07 A 0525-2 "D"

(For packing, crating, and shipping equipment, impedimenta, and authorized household goods allowances of officers, and enlisted men of the four grades; and for tolls and ferriages en route.)

Barracks and Quarters

QM 1620 P 102-02, 6-10, 9-10, 11-11 A 0535-2

(For fuel, light and water service, and rental of camp sites en route when impracticable to camp overnight at regular Army reservations.)

By order of the Secretary of War:

1 Inclosure

E. S. Van Deusler
Adjutant General.

COPIES FURNISHED:
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Field Forces;
The Provost Marshal General;
The Chief of Supply Arms, and Services;
Divisions of the War Department
General Staff.

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Inclosure

1. From Fourth Corps Area at Large:

Quartermaster

- 1 Master Sgt, Chief Clerk
- 2 Technical Sgts
  - 1 Supply
  - 1 Motor
- 3 Staff Sgts
  - 1 Supply
  - 1 Motor Supply
  - 1 Subsistence
- 4 Sgts
  - 1 Chief Baker
  - 1 Fiscal
  - 1 Salvage
  - 1 Clerk, record
- 1 Pvt, Mech, auto and truck, Tech, 3d grade
- 1 Pvt, Mech, auto and truck, Tech, 4th grade
- 2 Pvts, Mech, auto and truck, Tech, 5th grade
- 1 Pvt, Baker's helper
- 1 Pvt, Blacksmith, Tech, 5th grade
- 2 Pvts, Tech, 5th grade
- 2 Pvts, Chauffeur
- 1 Pvt, Clerk, Supply, Tech, 4th grade
- 3 Pvts, Clerk, Supply, Tech, 5th grade
- 3 Pvts, Clerk, Typists, Tech, 5th grade
- 1 Pvt, Stenographer, Tech, 4th grade
- 3 Pvts, Storekeepers, Tech, 4th grade
- 1 Pvt, Warehouseman, Tech, 4th grade
- 2 Pvts, Warehouseman, Tech, 5th grade
- 1 Pvt, Welder, Tech, 4th grade
- 3 Pvts, Bakers
  - 1 Tech, 4th grade
  - 2 Tech, 5th grade
- 2 Pvts, Basics

2. From 4th Ord Serv Co, Fourth Corps Area:

Ordnance

- 1 Tech Sgt, Mech, Arty
- 1 Armorer, Tech grade 3
- 1 Armorer, Tech grade 4
- 1 Mech, Arty, Tech grade 3
- 1 Mech, Tractor, Tech grade 4

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Ordnance (continued)
2 Mechs, Arty, Tech grade 4
1 Mech, Arty, Tech grade 5
1 Instr Repairmen, Tech grade 3
1 Munitions Worker, Tech grade 4
1 Clerk, General, Pvt 1st Cl
1 Mech, automotive, Pvt 1st Cl
1 Welder, General, Tech grade 4

3. From Sixth Corps Area at Large:

Finance
1 Master Sgt
1 Tech Sgt
1 Staff Sgt
1 Pvt, Tech, 4th grade
2 Pvts, Tech, 5th grade
1 Pvt, 1st Cl

4. To be ordered by TAG, by seperate instructions.

a. Two (2) enlisted men, Postal Section.

b. Officers

2 QMC
1 Finance
1 Ordnance

Total Detachment: 4 Officers - 62 Enlisted Men.

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WAR DEPARTMENT
The Adjutant General's Office
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FD 1437 P 1-06, 3-06, 15-06, 17-06 A 0410-2

(For travel of officers, and enlisted men; and for travel of dependents of officers, and enlisted men of the first three grades.)

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QM 1620 P 32-02, 35-12 A 0525-2 "C"

(For gasoline and oil, and repairs to motor vehicles en route.)

Army Transportation--Commercial

QM 1620 P 54-01, 54-02, 54-13, 54-07 A 0525-2 "D"

(For packing, crating, and shipping equipment, impedimenta, and authorized household goods allowances of officers, and enlisted men of the four grades; and for tolls and ferriages en route.)

Barracks and Quarters

QM 1620 P 102-02, 6-10, 9-10, 11-11 A 0535-2

(For fuel, light and water service, and rental of camp sites en route when impracticable to camp overnight at regular Army reservations.)

By order of the Secretary of War:

1 Inclosure

E. S. Adams
Adjutant General.

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The Chief of Supply Arms, and Services;
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Inclosure

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Quartermaster
- 1 Master Sgt, Chief Clerk
- 2 Technical Sgts
  - 1 Supply
  - 1 Motor
- 3 Staff Sgts
  - 1 Supply
  - 1 Motor Supply
  - 1 Subsistence
- 4 Sgts
  - 1 Chief Baker
  - 1 Fiscal
  - 1 Salvage
  - 1 Clerk, record
- 1 Pvt, Mech, auto and truck, Tech, 3d grade
- 1 Pvt, Mech, auto and truck, Tech, 4th grade
- 2 Pvts, Mech, auto and truck, Tech, 5th grade
- 1 Pvt, Baker's Helper
- 1 Pvt, Blacksmith, Tech, 5th grade
- 2 Pvts, Tech, 5th grade
- 2 Pvts, Chauffeur
- 1 Pvt, Clerk, Supply, Tech, 4th grade
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- 3 Pvts, Storekeepers, Tech, 4th grade
- 1 Pvt, Warehouseman, Tech, 4th grade
- 2 Pvts, Warehouseman, Tech, 5th grade
- 1 Pvt, Welder, Tech, 4th grade
- 3 Pvts, Bakers
  - 1 Tech, 4th grade
  - 2 Tech, 5th grade
- 2 Pvts, Basics

2. From 4th Ord Serv Co, Fourth Corps Area:

Ordnance
- 1 Tech Sgt, Mech, Arty
- 1 Armorer, Tech grade 3
- 1 Armorer, Tech grade 4
- 1 Mech, Arty, Tech grade 3
- 1 Mech, Tractor, Tech grade 4

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Ordnance (continued)
- 2 Mechs, Arty, Tech grade 4
- 1 Mech, Arty, Tech grade 5
- 1 Instr Repairmen, Tech grade 3
- 1 Munitions Worker, Tech grade 4
- 1 Clerk, General, Pvt 1st Cl
- 1 Mech, automotive, Pvt 1st Cl
- 1 Welder, General, Tech grade 4

3. From Sixth Corps Area at Large:

Finance
- 1 Master Sgt
- 1 Tech Sgt
- 1 Staff Sgt
- 1 Pvt, Tech, 4th grade
- 2 Pvts, Tech, 5th grade
- 1 Pvt, 1st Cl

4. To be ordered by TAG, by seperate instructions.

a. Two (2) enlisted men, Postal Section.

b. Officers

- 2 QMC
- 1 Finance
- 1 Ordnance

Total Detachment: 4 Officers - 62 Enlisted Men.

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The Adjutant General's Office
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Travel of the Army

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(For travel of officers, and enlisted men; and for travel of dependents of officers, and enlisted men of the first three grades.)

Army Transportation--Motor

QM 1620 P 32-02, 35-12 A 0525-2 "C"

(For gasoline and oil, and repairs to motor vehicles en route.)

Army Transportation--Commercial

QM 1620 P 54-01, 54-02, 54-13, 54-07 A 0525-2 "D"

[illegible] and shipping equipment, impedimenta, and authorized [illegible] allowances of officers, and enlisted men of the four grades; and for tolls and ferriages en route.)

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(For fuel, light and water service, and rental of camp sites en route when impracticable to camp overnight at regular Army reservations.)

By order of the Secretary of War:

1 Inclosure

The Adjutant General.

COPIES FURNISHED:
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Field Forces;
The Provost Marshal General;
The Chief of Supply Arms, and Services;
Divisions of the War Department
General Staff.

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Quartermaster
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  - 1 Motor
- 3 Staff Sgts
  - 1 Supply
  - 1 Motor Supply
  - 1 Subsistence
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- 3 Pvts, Bakers
  - 1 Tech, 4th grade
  - 2 Tech, 5th grade
- 2 Pvts, Basics

2. From 4th Ord Serv Co, Fourth Corps Area:

Ordnance
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- 1 Armorer, Tech grade 4
- 1 Mech, Arty, Tech grade 3
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1 Mech, automotive, Pvt 1st Cl
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3. From Sixth Corps Area at Large:

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1 Master Sgt
1 Tech Sgt
1 Staff Sgt
1 Pvt, Tech, 4th grade
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1 Pvt, 1st Cl

4. To be ordered by TAG, by seperate instructions.

a. Two (2) enlisted men, Postal Section.

b. Officers

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1 Finance
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Total Detachment: 4 Officers - 62 Enlisted Men.

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February 15,1942

Memorandum for the information of Maj. Taylor :
On the matters which you asked me to attend to :

1. Memo for Chief of Staff (Re:Garrison for Ascension Island) was signed by Col. George, entered by the AAG,noted by office Chief of the Air Staff, and approved by the Deputy C/S on Saturday,Feb. 14. Copies went to the AAG who entered and sent to ~~xx~~ A-3. Copy taken by hand to Maj. McCloskey,A-3 who seemed completely satisfied.

2. Two R&R's (Re;Ascension Is.) initialed by Col. George, coordinated with Col. Saville at Col. George's suggestion, and taken by hand to Maj. McCloskey,A-3 on Saturday,Feb. 14th.

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Directive No. WP-14

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

January 27, 1942.

DIRECTIVE MEMO FOR: A.W.P.D.

Subject: Airfield at Ascension Island.

1. Decision has been made to immediately construct an airfield and to provide proper protection therefor at Ascension Island.

2. Authorization for this construction must be obtained from the British.

3. You are charged with the over all responsibility of carrying out this project.

4. You will call on such agencies of the Army Air Forces as may be necessary for the rapid and successful completion of this project, using this memo as your authority.

5. It is directed that you report action taken.

By direction of the Chief of the Air Staff:

John Y. York, Jr.,
Colonel, Air Corps,
Secretary of the Air Staff.

DISTRIBUTION:
Col. Vanaman
Col. York
Air Inspector
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A-3
A-4
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SEC.

WAR DEPARTMENT
THE ADJUTANT GENERAL'S OFFICE
WASHINGTON

IN REPLY AG 580.81
REFER TO (1-17-42)MSC-G

MNE/ved-1705.

January 20, 1942

SUBJECT: Construction of Airfield at Ascension Island.

TO: Chief of the Army Air Forces.

1. It is desired that you make the necessary plans immediately and upon receipt of authorization from the British to take the necessary action to have constructed at the earliest practicable date an airfield on Ascension Island and to provide the proper protection therefor.

2. For this purpose you are authorized to call upon the Assistant Chiefs of Staff and the Chiefs of the Arms and Services for consultation and any assistance which will aid in the rapid and successful completion of this project.

By order of the Secretary of War:

/s/ Joseph L. Clark
Adjutant General.

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SECRET No. 42

One copy must be returned to Executive Officer without delay.
Other copy must remain attached to paper.

AWPD
NOTICE OF SUSPENSE AND ASSIGNMENT

_____ Chief, Strat., & Joint Plans & Pol. Section
_____ Chief, Asiatic-Western Hemisphere Defense Section
_____ Chief, Europe, Near East, Africa Section

The attached paper has been assigned for your necessary action, and a suspense date has been placed upon it for Jan 30 1942.
report progress

J. M. [illegible], Capt., A. C.
Executive Officer, AWPD

Exec. Officer, AWPD

The above paper was assigned to Major Taylor.

The earliest date upon which action on this paper can be completed is Jan 30 1942, for the following reasons.

Report

Officer assigned paper

Chief of Section

DONOT REQUEST EXTENSION OF SUSPENSE DATE UNLESS IT IS REALLY NECESSARY

SECRET

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Wtn. 2/21/42

MEMORANDUM For Lt. Col. Jos. S. Corlinski,
Office, Chief of Engineers.

Subject: Climate of Ascension Island Report.

Attached is a copy of Report on the Climate of Ascension Island prepared by the Weather Bureau, Department of Commerce, which may be of some value to your office in connection with the Engineer work at this location.

For the Chief of Air Staff:

H. L. GEORGE
Col., Air Corps
Assistant Chief of the Air Staff, A-WPD

1 Incl. - Cy. Report.

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Torpedoes for Ascension Island.

AAF/A-WPD
CMT/jk

1.	A-WPD	A-3	2/13 1942	1. Information has been received from Major Wooley of A-4 that Captain Sherman of the Navy has offered to let the Army Air Forces have some torpedoes for use of the air units at Ascension Island.

2. It is suggested that you contact Captain Sherman as to the number and size of the torpedoes, determine whether or not you desire them, and notify the Air War Plans Division of your decision, including the number that will be furnished, so that the Chief of Engineers may be notified what storage facilities to construct.

H. L. G.
C/A-WPD

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AC
Secretary
5-23

Questions on Agreement

British authority — to construct
Combined Chiefs of Staff — to depend
Joint Army + Navy Agreement.
Crash + other boats
AC officer to command
Vessels for trips.
Storage for — fuel oil
Evaporators on boats — No
Runway lighting.
Navy requirements for Engineers.
Should copy of letter to Engineers go to
A-3, A-4 etc?
Did letter to Engineers go out?
Who sees that Bombs, Oxygen etc go?
Get Sq C.O. ni to Washington.
Get housing requirements for
Ground Garrison from GHQ for Eng.
~~Send Willis' report to Engineers.~~
Should we take steps to take over British
GHQ Naval Battery of 5.5 guns?
Get copy of Directive to Chief of Eng

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[redacted]

In reply refer to Bu

SECRET

February 5, 1942

STRICTLY CONFIDENTIAL

The Secretary of State presents his compliments to the Honorable the Secretary of War and, with reference to his letter of February 3, 1942 concerning the proposed air base on Ascension Island, transmits herewith a paraphrase of a further telegram to the Embassy at London of February 2, 1942.

Enclosure:

To Embassy, London,
February 2, 1942.

SECRET

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PARAPHRASE OF TELEGRAM

SECRET

To: London

From: Washington

Dated: Feb. 2, 1942

Rec'd:

No. 398

The military urgency of establishing an air base on Ascension Island is apparent and we do not intend to hold up construction until agreement is reached on a matter of postwar rights. We will accordingly go ahead with construction as expeditiously as possible.

We are nevertheless confident that the justice and moderation of our desire to obtain postwar civil aviation rights in compensation for the heavy expenditure we are incurring will be apparent to the British and that they will exhibit a corresponding attitude toward the discussions of the question which we hope to begin in the near future. You should make clear to them that we do not now know whether we shall ever wish to exercise these commercial rights and that we have no plans whatever for use of the field after the war. We do attach importance however to the granting of those rights by the British at this time. We trust they will also see the advantage to them from the point of view of public opinion of dealing with such requests quickly and broadly.

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Directive No. WP-14

SECRET

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

January 27, 1942.

DIRECTIVE MEMO FOR: A.W.P.D.

Subject: Airfield at Ascension Island.

1. Decision has been made to immediately construct an airfield and to provide proper protection therefor at Ascension Island.

2. Authorization for this construction must be obtained from the British.

3. You are charged with the over all responsibility of carrying out this project.

4. You will call on such agencies of the Army Air Forces as may be necessary for the rapid and successful completion of this project, using this memo as your authority.

5. It is directed that you report action taken.

By direction of the Chief of the Air Staff:

John Y. York, Jr.,
Colonel, Air Corps,
Secretary of the Air Staff.

DISTRIBUTION:
Col. Vanaman
Col. York
Air Inspector
A-1
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IN REPLY AG 580.81
REFER TO (1-17-42)MSC-G

WAR DEPARTMENT
THE ADJUTANT GENERAL'S OFFICE
WASHINGTON

MNE/ved-1705.

January 20, 1942

SUBJECT: Construction of Airfield at Ascension Island.

TO: Chief of the Army Air Forces.

1. It is desired that you make the necessary plans immediately and upon receipt of authorization from the British to take the necessary action to have constructed at the earliest practicable date an airfield on Ascension Island and to provide the proper protection therefor.

2. For this purpose you are authorized to call upon the Assistant Chiefs of Staff and the Chiefs of the Arms and Services for consultation and any assistance which will aid in the rapid and successful completion of this project.

By order of the Secretary of War:

/s/ Joseph L. Clark
Adjutant General.

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[redacted]

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IN REPLY AG 580.81
REFER TO (1-17-42)MSC-G

WAR DEPARTMENT
THE ADJUTANT GENERAL'S OFFICE
WASHINGTON MNE/ved-1705.

January 20, 1942

SUBJECT: Construction of Airfield at Ascension Island.

TO: Chief of the Army Air Forces.

1. It is desired that you make the necessary plans immediately and upon receipt of authorization from the British to take the necessary action to have constructed at the earliest practicable date an airfield on Ascension Island and to provide the proper protection therefor.

2. For this purpose you are authorized to call upon the Assistant Chiefs of Staff and the Chiefs of the Arms and Services for consultation and any assistance which will aid in the rapid and successful completion of this project.

By order of the Secretary of War:

/s/ Joseph L. Clark
Adjutant General.

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/s/ Joseph L. Clark
Adjutant General.

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12 February,1942

At the request of Col. Partridge, Maj. Taylor called Col. Montague, Fiscal Div., Ferrying Command, stating that the Chief of Engineers wanted to know where the money was for the Ascension Island project.

Col. Montague asked that Col. Gorlinsky of the Engineers, direct a letter to the Ferrying Command, requesting that funds be set aside for this purpose and in his request, giving an estimate of the amount of funds needed.

Maj. Taylor phoned Col. Gorlinsky, transmitting this message.

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

January 16, 1942.

Hey Vaughn
How are you?
H

MEMORANDUM FOR COLONEL WALKER:

Subject: Ascension Island Project.

Colonel Kemp, Air Corps Ferry Command, called and made the following statements regarding the Ascension Island Project:

1. That there is now one Engineer Battalion that is completely equipped with troops and essential paraphernalia to handle the construction of the airport at Ascension Island; this battalion could be prepared within 10 days or 2 weeks for departure. Colonel Kemp is concerned with the possibility that this Engineer Battalion might be obligated to some other project unless action is taken to have it designated for the Ascension Island construction job.

2. Kemp advised me that the Air Ministry in England has already expressed a willingness and urgent desire that we develop the air facilities at Ascension Island.

3. Kemp says Air Marshal Harris has personally asked his government to get behind the approval in order that delays will be eliminated.

4. Kemp also believed that the certainty of the approval of the use of Ascension Island from the British is so obvious, and the necessity of rapid development of Ascension Island so great, that the Army Air Forces should initiate at once action to "ready" various activities that are interested in this project.

H. L. GEORGE,
Colonel, Air Corps,
Asst. Chief of the Air Staff, A-WPD.

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WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

CMT

Received from the Office, Chief of the Air Corps the following (SECRET, ~~CONFIDENTIAL~~) document:

Addressed to: **AAF/C/AS THRU OCAC EXEC.**

Subject: **Ascension Island Project.**

Type of Corres : **R&R #2**

Date: **1/9/42**

Basic Dated: **1/8/42**

No Incls : **1 Incl.**
Appendix F-Engineer Plan of Operation with Estimate

PLEASE ACCOMPLISH AND
RETURN IMMEDIATELY TO:
Classified Mail & File Unit,
Administrative Division,
Office, Chief of Air Corps

DATE RECEIVED: 1-9-42

BY Taylor
Name

Rank Branch

OFFICE OF: _____

OCAC NO. _____

W-4003,AC..Rev 12/2/41

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WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

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Subject: Ascension Island Project.

Type of Corres : RAR #2

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Classified Mail & File Unit,
Administrative Division,
Office, Chief of Air Corps

DATE RECEIVED: _____

BY _____
Name

_____
Rank Branch

OFFICE OF: _____

OCAC NO. _____

W-4003.AC..Rev. 12/2/41

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WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

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Addressed to: AAF/C/AS THRU OCAC EXEC.

Subject: Ascension Island Project.

Type of Corres: RAR #2

Date: 1/9/42

Basic Dated: 1/8/42

No Incls: 1 Incl.
Appendix 2-Engineer Plan of Operation with Estimate

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RETURN IMMEDIATELY TO
Classified Mail & File Unit,
Administrative Division,
Office, Chief of Air Corps

DATE RECEIVED: _____

BY _____
Name

_____
Rank Branch

OFFICE OF: _____

OCAC NO _____

W-4003.AC..Rev 12/2/41

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OFFICE OF THE CHIEF OF THE AIR C PS

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ROUTING AND RECORD SHEET

(To be filed with correspondence)

Note.—A line will be drawn across sheet after action by each office concerned.

SUBJECT: Ascension Island Project.

NO.	FROM	TO	DATE	DATA PGK:swf
1.	OCAC ACFC JAN 9 '42 PM RECEIVED AIR WAR PLANS DIV. Att: Appendix F-Engineer Plan of Operation with Estimate	CH/AC (B&G)	1942 1/8	1. Request that an airdrome be constructed on Ascension Island as recommended in the attached Report of a Board of Officers who have just completed a survey of proposed site. 2. Security in the form of sufficient anti-aircraft artillery and at least one pursuit squadron are suggested. Radio facilities should include homing device and stations of sufficient power to communicate by voice with Accra and Natal. 3. We are informed that construction supplies and troops necessary to expedite this project are available at the present time. Temporary runway "A" can be made ready in ten days from landing first ship with completion of permanent runway set for six weeks. R.O., CO, ACFC
2.	OCAC B&G Att. n/c	AAF/C/AS ATT: AWPD THRU OCAC Exec.	1/9	(12-F5) IMS/ml 1. Forwarded recommending approval. W.O.R. Acting Chief, Buildings & Grounds
3	OCAC Exec	AAF C/AS Att. AWPD	1/9/42	Forwarded - Recommend approval and initiation of construction without delay. for W.R.W. Asst. C/AC.

(Do not use reverse side)

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V-4071, AC

Air Base 686 Cooperation SA-109 Island

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(12-F5) LMS/ml

OCAC B&G — AAF/C/AS 1/9 — 1. Forwarded recommending approval.

ATT:ANPD
THRU
OCAC

W.J.R.
Acting Chief, Buildings & Grounds

Att. n/c ~~Exec.~~

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Air AS 686 Accession No. 1

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

January 8, 1942.

MEMORANDUM FOR COLONEL WALKER:

There is attached hereto a study just completed concerning the establishment of a staging field on Ascension Island in the South Atlantic to be used as a stop on our South Atlantic air route from Brazil to Takaradi.

General Spaatz desires an immediate plan prepared with necessary action papers to secure approval of this project. He emphasized the necessity of coordination with War Plans Division to insure the location on Ascension Island of adequate defense facilities.

Will you please see that action on this is expedited.

H. L. GEORGE,
Colonel, Air Corps,
Asst. Chief of the Air Staff, A-WPD.

1 Incl.- Study.

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DEPARTMENT OF STATE
WASHINGTON

In reply refer to
Eu 811.248/305

February 9, 1942

STRICTLY CONFIDENTIAL

The Secretary of State presents his compliments to the Honorable the Secretary of War and, with reference to Mr. Stimson's letter of December 19, 1941 concerning the construction of an airfield and facilities on Ascension Island and to subsequent conversations between officers of the War and State Departments, transmits herewith a paraphrase of a telegram dated January 26, 1942 to the American Embassy at London and paraphrases of two telegrams dated January 30 and 31 respectively from the Embassy at London.

Enclosures:
1. Paraphrase of telegram to London, January 26, 1942;
2. Paraphrase of telegram from London, January 30, 1942, and
3. Paraphrase of telegram from London, January 31, 1942.

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CENTRAL MAIL SECTION A.A.F.

As AS 6-86 Assistant Sec'y

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PARAPHRASE OF TELEGRAM

To: Secretary of State, Washington.

From: Embassy at London.

Dated: January 31, 1942 - 2 p.m.

Rec'd: January 31, 1942 - 10 a.m.

No. 460

Reference to your 304, January 26, 10 p.m. and Embassy's 445, January 30, 6 p.m.

The Foreign Office has advised me orally but officially that the British Government agrees to the request and conditions with regard to construction of an airfield and facilities on Ascension Island. As anticipated, there is this one reservation "use of this airport for civil planes after the war can be discussed at the convenience of the two governments and settled by an exchange of notes".

The formal signed agreement will be forwarded early next week.

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Air 23686 Ascension Island

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PARAPHRASE OF TELEGRAM

To: Secretary of State, Washington

From: Embassy at London.

Dated: January 30, 1942 - 8 p.m.

Rec'd: January 30, 1942 - 4:20 p.m.

No. 445

Referring to your 304, January 26, 10 p.m.

Your proposal has been considered by the Chiefs of Staff, approved by Eden, and is being dealt with personally by Mr. Churchill. The debates in Parliament have kept him fully occupied until late today, but I am pressing for an immediate answer. The phrase "on such terms as the American Government might prescribe" may cause some difficulty. Commercial aviation rights are within the jurisdiction of the Board of Trade. I hope to be able to telegraph a favorable reply very shortly, although there may be a reservation on this point.

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PARAPHRASE OF TELEGRAM

To: Embassy at London.

From: Secretary of State, Washington.

Dated: January 26, 1942 - 10 p.m.

No. 304

The Ferrying Command of the United States Army Air Corps is, as you are aware, making deliveries across the South Atlantic, both under contract with Pan American Airways and with its own facilities and personnel. This is being done under a Presidential directive of November 19, 1941.

It is proposed to deliver large numbers of short-range bombers to the Near East in the near future. As these planes cannot safely cross the South Atlantic without an intermediate stop, an alternative or secondary route from Brazil to West Africa is also needed. This Government, accordingly, considers it necessary to construct a staging point on Ascension Island. Delivery of all types of aircraft will be facilitated and delivery of short-range planes made possible by this route. We accordingly desire permission from the British Government to construct an airport on the southwest plain of the Island to establish all requisite operating facilities.

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Air AS 676 Ascension Isl

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This Government desires to construct on the Island an air field with a hard-surfaced runway measuring approximately six thousand by one thousand feet. We will need the permission and cooperation of the British with respect to the entry of personnel, machinery and equipment, the building of necessary tanks for water supply, storage and handling facilities, and the construction of housing facilities, power plants and other structure. We wish to load and unload materials and equipment at whatever place may be most practicable and to use the most efficient means of transport to, from and on the Island. We will, of course, take care that no damage be done to existing cable lines.

We consider these installations necessary, although the expenditure will be considerable and the construction problems perhaps difficult. We are ready to undertake construction immediately and to assume all necessary expense.

As the installations and facilities would be of a permanent character, we feel that they should be made available for the use of American commercial planes after the war on such terms as this Government may prescribe. In view of our willingness to construct a field and facilities

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at our expense, we trust that the British will grant such rights without delay. Details relating to the use of the field by civil planes after the war can be discussed at the convenience of the two governments and settled by an exchange of notes. The Chiefs of Staff (British and United States) will consider arrangements for local defense of the Island during the present war.

Please endeavor to obtain a favorable reply from the British Government just as quickly as possible. If you believe it advisable, you may take up the matter directly with Mr. Churchill.

(Original telegram approved for War Department by Major-General Arnold and Brigadier-General Crawford; for Navy Department by Captain Schuirmann).

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347-5690
5-8 III

Provide for 12 planes
Cat patrol —

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on joint use
of Bermuda

Argentia
Bermuda
Trinidad

350 men —
~~200~~ 200

P 134

200 000 sal gal

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No. 3316

WAR DEPARTMENT
Headquarters Army Air Forces
Office Chief of the Air Staff
Washington, D. C.
A-4 Division

Sent To: Hold to hear from Wills

No. 3316

WAR DEPARTMENT
Headquarters Army Air Forces
Office Chief of the Air Staff
Washington, D. C.
A-4 Division

Sent To: Col Cooper
Temple 5936

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

CMT 3316

Note.--A line will be drawn across sheet after each comment.

File No. .....

Tally No. AAF .....

SUBJECT: Construction of Air Field at Ascension Island.

NO.	FROM	TO	DATE	COMMENTS
1	AAF AWPD	AAF A-4	1942 1/13	AAF/AWPD CMT-dmn 1. Air War Plans Division is to monitor the above project. An action paper has already been prepared for the Chief of Staff and the matter is to be presented to the Combined Planning Committee for the United States - British Chiefs of Staff. 2. In connection with this project, it is desired that the A-4 Division immediately take all necessary preliminary action within the scope of its functions in order that there will be the least possible delay when the final directive is received. for HLG C/AWPD

(Do not use reverse side) W-4071, AC. Rev. 8/14/41

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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File No. .....

Tally No. AAF .....

SUBJECT: Construction of Air Field at Ascension Island.

NO.	FROM	TO	DATE	COMMENTS
1	AAF AWPD	AAF A-3	1942 1/13	AAF/AWPD CMT-dmn 1. Air War Plans Division is to monitor the above project. An action paper has already been prepared for the Chief of Staff and the matter is to be presented to the Combined Planning Committee for the United States - British Chiefs of Staff. 2. In connection with this project, it is desired that the A-3 Division immediately take all necessary preliminary action within the scope of its functions in order that there will be the least possible delay when the final directive is received. HLG C/AWPD
2	AAF A-3	AAF AWPD	1942 1/17	AAF/A-3 OSP-ds 1. The B-25 can now reach Ascension with extra tanks. The Douglas Company is increasing the range of the DB-7 and A-20C by addition of a 600-gallon tank so that they can reach Ascension with a 25% safety factor. Fuel tests are being run on the B-26 with 2 bomb-bay tanks to determine its ferrying range. 2. This Division considers Ascension of great importance in the South America-Africa route and feels that an Interceptor pursuit squadron of 25 airplanes and a Medium bombardment squadron of 13 B-25 or B-26 is the minimum force that should be placed there. The bombardment would have two functions - daily aerial patrol to augment the Derax, and offensive action against submarines, carriers or plane-carrying converted commercial vessels. 3. These two units alone, at T/O strength, total 94 officers and 472 enlisted men. It is possible that this figure could be reduced by 10% and still leave the units capable of operation, but it should not be reduced more than this amount.

JAN 19 42 PM

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

File No. . . . . .

Note.-- A line will be drawn across sheet after each comment.

Tally No. AAF . . . .

SUBJECT: Construction of Air Field at Ascension Island.

NO.	FROM	TO	DATE	COMMENTS
2	AAF A-3	AAF AWPD	1942 1/17	4. The Engineer plan for construction on Ascension is based on water and refrigeration for only 600 men, which is obviously too small a number, as Signal Corps, Anti-aircraft, Ordnance and service units will be required. ELN C/A-3

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ROUTING AND RECORD SHEET

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File No. .....

Tally No. AAF .....

SUBJECT: Construction of Air Field at Ascension Island.

NO.	FROM	TO	DATE	COMMENTS
1	AAF AWPD 1-16-42	AAF Director of Communications	1942 1/13	AAF/AWPD CMT-dmn 1. Air War Plans Division is to monitor the above project. An action paper has already been prepared for the Chief of Staff and the matter is to be presented to the Combined Planning Committee for the United States - British Chiefs of Staff. 2. In connection with this project, it is desired that the Director of Communications immediately take all necessary preliminary action within the scope of its functions in order that there will be the least possible delay when the final directive is received. HLG C/AWPD
2	AAF/ Comm JAN 27 '42 PM RECEIVED AIR WAR PLANS DIV	AAF/ AWPD	1942 1/25	LHW:jmm 1. Communications equipment has been ordered from the Signal Corps and is being held at Signal Depots until shipping instructions are issued. 2. Operating personnel are available and orders will issue for transfer to the Sixth Communications Squadron (Caribbean Region) for duty at Ascension Island upon notification of Port of Embarkation so that necessary travel instructions can be included. 3. Derax equipment and personnel will be set-up on issue of the formal directive when priority for installation can be determined. W.M. Colonel, Air Corps Chief, Comm. Sec.

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January 26, 1942.

AMERICAN EMBASSY,

LONDON (ENGLAND).

TRIPLE PRIORITY

As you know, the United States Army Air Corps Ferry Command is operating delivery service across the South Atlantic, both with its own personnel and through the medium of a contract with Pan American Airways. These activities are carried out under a directive from the President, dated November 19, last.

In view of the impending delivery to the Middle East of large quantities of short-range bombers, which cannot safely cross the South Atlantic in one hop, and the need for an alternative or secondary route across the South Atlantic from Brazil to West Africa, the Government of the U. S. feels that it is necessary to construct an intermediate airport on Ascension Island. We feel that the delivery service of all aircraft will be expedited and that of shorter range aircraft made possible over this alternative route, and it is therefore desired that the necessary permission from the British Government be obtained to build an airport and establish all the necessary operating facilities on what is known as the southwest plain of Ascension Island.

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The United States proposes to construct a complete airdrome having a surfaced runway of 6,000 feet by 1000 feet on Ascension Island. The United States will require, therefore, the necessary consent and cooperation of the British Government in the matter of importing machinery, personnel and equipment, the establishment of a water supply with the necessary tankage, gas storage and handling facilities, and the construction of the necessary buildings, power plants and other equipment. The United States will desire to load and unload this equipment at whatever point is most advantageous and to use the most convenient means of transport over any available route to or from Ascension Island. The United States will, of course, take the necessary steps to prevent damage to existing cable lines.

The proposed installations on Ascension Island are in the opinion of our War Department necessary, even though the expense and construction problems will be considerable. The United States is prepared to undertake the necessary construction at once and to provide all of the funds necessary for that purpose. Since the facilities and installations will be of a permanent character, we feel, and we share this feeling, that

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American commercial aircraft should have the right to utilize these facilities on Ascension Island in the post-war period on such terms as the American Government might prescribe. We are confident that the British Government will agree to this in view of the United States constructing this airport at the expense of the United States Government. Details in connection with the use of this airport by commercial planes in the post-war period can be discussed between the two governments at their convenience and settled in an exchange of notes. Arrangement for the local defense of the airport during the present emergency will be made by the combined Chief of Staffs (British-United States).

Please take up this question with the British Government at the earliest possible moment and endeavor to obtain a favorable reply. You are authorized to take up the matter in the first instance with the Prime Minister if you consider it desirable.

Eu:JDH:

PA/D:FMB

Initialed by:

Army	Navy
R. W. C. (Crawford)	R. E. S.
C. S. (Spaatz)	(Schairmann)
H. H. A. (Arnold)	

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Task Force AGATE

I. Purpose and Mission.

1. Forces are being organized for the construction of an airfield on Ascension Island and for the defense thereof. The airfield is to be used as a staging field on the air route across the South Atlantic. The Army Air Forces has been directed to supervise this project.

II. Name of the Force and Commander.

2. The task force for this operation is designated as Task Force Agate. A-1 Division will select an Air Corps officer who will be designated to command Task Force Agate.

III. Composition of Force and Outline of Operations Contemplated.

3. The composition of Task Force Agate is as follows:

1 Composite Squadron
1 Pursuit Squadron (less 1 Flight) with one Flight of Medium Bombardment attached.
Detachment Aircraft Warning Service
Detachment Weather Service
Detachment Army Airways Communications System
1 Air Base Detachment, including the necessary Arms and Services
1 Battalion Engineers (Aviation) (Special)
1 Battalion (Composite Airdrome Defense)

Note: The initial air units are as listed above. Arrangements should be made and facilities constructed for augmentation to one pursuit squadron and one medium bombardment squadron.

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4. After initial organization and training in the United States, Task Force Agate will move to Ascension Island by land, sea, and air.

a. Issuing of orders for movement of all units by land to ports of embarkation will be the responsibility of A-3 Division.

b. Movement of all units by sea and coordination with the Navy for such movements will be the responsibility of A-4 Division.

c. Movement by air will be the responsibility of A-3 Division.

5. The construction of the airfield and other facilities at Ascension Island will be by the Battalion of Engineers (Aviation) under the supervision of the Task Force Commander.

6. Defense installations must protect against enemy attacks from air and sea and against landing parties.

7. For estimate of the situation see Tab ( ).

8. Facilities must be provided for protecting and servicing airplanes being ferried across the South Atlantic. Accomodations must be arranged for the crews of such aircraft.

9. A Derax system of aircraft warning will be provided.

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10. A weather station including forecasting and winds aloft facilities will be provided.

11. Radio communications will be maintained with South America and Africa. This station will be equipped with a radio homing device and a radio range station.

IV. Detailed Instructions for Action by Air Staff.

12. In connection with the organizing of this Force the following will govern:

a. This project is of immediate importance. It is desired that the initial convoy leave the port of embarkation by February 21, 1942.

b. Units, personnel, and equipment, when assigned to Task Force Agate will not be available for other assignment without prior approval of the Chief of the Army Air Forces.

c. Initial supplies carried with Task Force Agate will be sufficient for ~~sixty~~ 120 days' operation.

d. Ninety-day supply level will be maintained at Ascension Island.

e. The lack of water on the Island will require the imporation of water or the distillation of sea water; therefore, the amount of personnel to be stationed there will be kept to the absolute minimum consistant with sound defense strategy.

f. Due to the small area of the Island and the lack of roads, only the minimum of transportation equipment required

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will be taken.

13. Assistant Chief of Air Staff, A-3, is charged with the following:

a. Compilation of a list of units (with strengths) for assignment to Task Force Agate. In this connection, authority has been granted for direct calls on the chiefs of Arms and Services and the various divisions of the General Staff. Care should be exercised to avoid duplication in services of the air and ground components of this Task Force.

b. Designation of training area for preparation of this Force.

c. Issuing a training directive for this Force.

d. The movement of units

(1) by land within the United States,

(2) by air within the United states and to Ascension Island for such units as go by air.

e. Compliance with letter AG 370.5 (12-20-41)MSC-A-M, dated January 20, 1942, subject: Safeguarding troop movements to theatres of operations and over-seas bases.

f. Providing list of existing allotments of aircraft and equipment to comply with requirements of this project.

14. The Assistant Chief of Air Staff, A-2, is charged with

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furnishing an intelligence estimate pertaining to the contemplated operations to the Commander of Task Force Agate and thereafter furnishing periodic summaries until command passes to the Commanding General, Field Forces. A-2 will also supply the necessary maps and charts.

15. The Assistant Chief of Air Staff, A-1, is charged with the revising personnel requirements as them may be affected by the establishment of this project, filling essential requirements in personnel and allotting replacements based upon contemplated operations.

16. The Assistant Chief of Air Staff, A-4, is charged with:

a. Supervision of Air Service Command and other required arrangements for establishment and maintenance of supplies for this Force.

b. Contacting agencies outside the Army Air Forces relative to shipping required for the movement of the personnel and equipment of this Force.

c. Supervision of all planning for construction at Ascension Island and the assembling and shipping of necessary material and equipment. Actual construction will be by the Battalion of Engineers (Aviation) (Special) who will be equipped to defend themselves during the period of construction.

d. Arranging for proper recreational facilities. This is of the utmost importance due to the isolated location.

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17. The Assistant Chief of Air Staff, Air War Plans Division, is charged with monitoring this project.

V. Time Factors and Command Authority and Responsibility.

18. Immediately upon designation of the Task Force Commander, the Commander of the Battalion of Engineers, and the Commander of the Battalion (Composite, Airdrome Defense), these officers will meet in Washington for conference and initiation of the project.

19. The timing of this movement must be worked out very carfully by the Commander of the Task Force and the various assistant chiefs of Air Staff to assure:

a. The economic use of sea transportation.

b. The proper loading of the convoys.

c. The arrival of the defense troops upon completion of the required construction.

d. No over-taxing of the water, housing, and fuel facilities.

20. Task Force Agate is assigned to the Air Force Combat Command until arrival at the port of embarkation, when it will come under the control of the Commanding General, Field Forces.

21. No personnel other than white will be taken to Ascension Island.

22. The Commander of Task Force Agate is charged with all the authority and responsibility of command as prescribed for theatre commanders.

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VI. Facilities for the Navy.

23. Arrangements will be made for accomodating at Ascension Island a U. S. Navy Patrol Squadron consisting of approximately twelve type PBY amphibians and 250 men.

a. The Navy plans to operate off the airfield, patrolling the South Atlantic from this base. These planes will also be available for rescue work for land planes being ferried across the South Atlantic.

b. Twelve airplanes is the msixmum to be based at Ascension, according to the Navy plans. However, probably only two or three such planes will be stationed there in the beginning.

c. All construction facilities for the Navy, including housing, gasoline storage, shops, and so forth, will be provided by the Engineer Battalion. Reimbursement will be made by the Navy for such expenditure.

VII. Funds.

24. Funds for the construction at Ascension Island have been made available to the Farring Command under appropriation, "Defense-Aid, Aircraft and Aeronautical Material, 1941-1943", Project 170. Requests will be made to A-4 Division for necessary re-allocation of funds to the various Services.

VIII. Diplomatic Authority.

25. Authority has been requested from the British for this construction and for the occupation of this Island by the defending

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forces. It is contemplated that this authority will be secured in a matter of days and all arrangements should be carried forward on the same basis as though the actual authority were at hand.

IX. Reports Available.

26. The Report of the Board of Officers who surveyed this location is available in the Air War Plans Division. This Report includes certain recommendations and the Engineer plan of construction (subject to revision because of increase in personnel for this station.)

27. A meteorological report is also available in the Air War Plans Division.

X. Future Expansion.

28. All plans should be made contemplating the expansion of the Army Air Forces on Ascension Island as the need may arise.

Distribution:
Air Staff:
Col. Vanaman
Col. York
Air Inspector
Col. Seville
A-1
A-2
A-3
A-4
A-WPD
Communications Section
Weather Section.
War Plans Division, General Staff
Air Corps Ferrying Command
Major H. D. Willis, B&G, OCAC
Major R. E. Smyser, AFCC
Chief of Naval Operations
Commanding General, Field Forces
Chief of Engineers
Office, Chief of Air Corps
Col. Hull

2 Incls.
Directive to Ch, AAF
Directive to A-WPD

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MEMORANDUM FOR THE ASSISTANT CHIEF OF THE AIR STAFF, A-3:

Subject: Ascension Island.

1. The Secretary of War has directed the Chief of Engineers to construct an airfield and necessary facilities for a defense garrison at Ascension Island. The Chief of the Air Staff on February 5, 1942 authorized that a composite squadron made up of two flights of pursuit and one flight of medium bombardment be stationed at Ascension Island.

2. It is desired that your Section designate the Air Corps units of the authorized garrison which are indicated below with a view to dispatch to Ascension Island so that they will arrive as soon as facilities are available.

One Composite Squadron (2 flights of pursuit and one flight of medium bombardment)
AWS Detachment with 2 SCR 271 sets
One Airways Communication Detachment
One Weather Service Detachment
One Air Base Detachment to include Aviation Ordnance Troops, Aviation Engineering Troops, a Flight Surgeon, necessary medical personnel to maintain the Fligh Surgeon's office and a Decontamination Detachment.

3. It is desired that the 2 pursuit flights and Bombardment Flight composing the Composite Squadron be newly formed units rather than units withdrawn from groups now in existence.

It is further desired that this Squadron be activated and equipped at the earliest possible date in order that the maximum training may be obtained before departure for Ascension Island.

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4. It is desired that at least one Air Corps officer accompany the Construction Troops; if possible two Air Corps officers should accompany the Construction troops and one of these officers should be the officer who will command the Communications Detachment. These officers should be authorized to make decisions regarding the construction of facilities for the use of the Air Corps.

For the Chief of the Air Staff:

Copy to:
WPD-GC
CHQ
CE
A-4
G-4
MAJ. TAYLOR
SEA
A-WPD

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MNE/gc - 1705.

AG 580.81 (2-3-42)MSC-G

February 5, 1942.

SUBJECT: Construction of Airfield at Ascension Island.

TO: Chief of Engineers.

1. It is desired that you construct at the earliest possible date on Ascension Island, in collaboration with the Chief of the Army Air Forces, an airfield and the necessary technical and housing facilities for the ground and air garrisons (including facilities for the air units of the Navy). Information as to the size and composition of forces authorized for the defense will be furnished by separate letter.

2. Funds for construction at Ascension Island will be made available by the Chief of the Army Air Forces from funds now available to him. Reimbursement will be made by the Navy for expenditures on construction for their use.

3. The code designator of this project is "Agate".

By order of the Secretary of War:

Adjutant General.

COPIES TO: A. C. of S., G-1
A. C. of S., G-2
A. C. of S., G-3
A. C. of S., G-4
A. C. of S., WPD
Chief of the Army Air Forces
Chief of Naval Operations

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THE STRATEGIC POSITION OF ASCENSION ISLAND

Reason for an Airbase at Ascension Island.

1. Ascension Island lies approximately 1435 miles from Natal, 1590 miles from Lagos, 1152 miles from Freetown, 1031 miles from Monrovia and 1821 miles from Pt. Noire.

2. The present ferry route for long range bombers between Natal and West Africa is entirely dependent on the Neutrality of Vichy, France or the control of Vichy, France's West African colonies by the Allies. If French West Africa, which includes Dahomey, Togoland, Ivory Coast, French Guinea, Senegal, Mauritania and French Sudan, should fall to the Axis, all normal flights from American to the Middle, Near and Far East will be impossible unless an airport is built at Ascension Island.

3. Present plans include delivery of medium bombers to Egypt and the Far East. This type of plane can not safely make the flight from Natal to West Africa. With an airdrome at Ascension Island, the flight across the South Atlantic from Natal to Liberia is possible.

4. A survey of ships sunk during the past year, shows 45 ships sunk by Axis submarines or surface raiders in the area bounded by 20°N 5° S 30°W and the African West Coast. American Naval Patrol planes based at Ascension Island and at Fishermans Lake, Liberia for patrol duty between these two points would not only minimize the loss of personnel flying the South Atlantic route but could also go far towards eliminating the submarine hazard to allied shipping in this area.

Hazards to an Airbase on Ascension Island.

1. As the combined allied fleets cannot at present spare a permanent guard for Ascension Island, attacks must be expected from surface craft, intermittent coastal shelling by submarines as well as the ever present possibility of Axis Vichy collaboration making bombing raids from French Guinea or the Ivory Coast possible.

2. After the airdrome and installation are built, the two chief hazards will be submarine action against supplies of fuel and food being brought in and any damage to the salt water distillation plants.

As a force of 1700 men is contemplated for the Island, it is essential that underground reservoirs be installed with sufficient capacity to supply the island with water for the estimated period of repairs of the greatest possible or total damage to the distillation plants. For this reason, it is recommended that the distillation plant be placed anywhere but on the beach below the South West Plains as the depth of water here allows a close approach by submarines. Best of all, the plant, in spite of expense, should be placed where it is accessible only to aerial bombing.

This Division will keep you informed of any information coming to hand of the probability of French West Africa being used as a bombing base by Axis planes.

(Sgnd)
GEORGE G. CAREY,
Captain, Air Corps.

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A-2 Div

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BY AUTHORITY OF THE CHIEF of the ARMY AIR FORCES
DATE INITIALS

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Captain, Air Corps.

A-2 D.U.

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FEB 9 1942
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Form not accepted by Navy Objections to Par 5(c)

DRAFT

FROM: Chief of Staff.

TO: Chief of Naval Operations and C in C, U.S.

SUBJECT: Construction of Air Base at Ascension Island.

1. The War Department proposes to construct immediately, an airfield ~~in~~ on Ascension Island, primarily for use in ferrying aircraft to Africa. An Army garrison of approximately ~~1750~~ 500 men, including without 1 composite air corps squadron, has been tentatively set up for the defense of the island.

2. The State Department advises informally that the British have agreed to construction of an air base on Ascension Island by the United States.

3. I understand that the Navy also desires aviation facilities on Ascension Island for purposes connected with Naval Patrol of sea areas between Eastern Brazil and West Africa, and wishes to include in the project, facilities for the operation of one (12 plane) squadron Naval patrol planes, land or amphibian types.

4. The War Department will undertake to include these facilities in its construction project, subject to transfer of necessary funds.

5. It is suggested that arrangements for use of ARMY facilities on Ascension Island by the Navy be similar to those made for Army use of Navy facilities at Kodiak Island. (J.B. No. 312, Serial 714). Specifically these arrangements will provide as follows:

"(a) The War Department retains complete control of the Army Air Base, Ascension Island.

"(b) Navy air operations from ARMY AIR BASE Ascension Island shall be under naval command except when otherwise arranged in accordance with the provisions of "Joint Action of the Army and the Navy."

"(c) The Navy shall be granted the right to use the facilities

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of the Army Air Base, Ascension Island, as necessary for the operation of Naval air units, subject to determination by the Army as to time and duration of such use, in order not to interfere unduly with the primary purpose of the station.

"(d) Such of the facilities listed below as may be provided by the Army shall be available for the use of the Navy, subject to determination by the Army that such use will not interfere unduly with the primary purpose of the station.

(1) Runways.
(2) Gasoline storage.
(3) Provisions storage.
(4) Recreation facilities.
(5) Temporary hospitalization and dispensary facilities.
(6) Power, light, water supply, sewerage, drainage and telephone services.
(7) Local bomb and ammunition storage.
(8) Machine gun ranges and bombsight shops.
(9) Radio aids and long range radio (communicating) stations.

"(3) The Navy shall have priority with respect to use of any facilities constructed with funds contributed by the Navy."

6. If this arrangement meets with the approval of the Navy Department, appropriate instructions will be issued to War Department agencies charged with the construction and operation of the facilities on Ascension Island.

Okd by Gen Hamm

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JSG re Egypt

Make it definite re 38th or 39th.

movement orders date, PE, etc.
moved [illegible]

3. re to provide storage for fuel oil and gasoline for airplanes and for engineer equipt? Or use hours?

4. Directive calls for additional personnel to provide adequate facilities for 1500 men + added issue". How much power?

5. Determine type and size of gas tanks for 2,500,000 gals.

6. Assume we do not procure the Pescara Boats. See Gal somewhere does?

7. Note procedure proposed for future gasoline unloadings at end of directive.

8. In view of Sumpter report and directive (which confirm report), there appears to be a serious question as to whether runway should be limited.

9. If we cannot keep the directive, may we keep the carbon and copy the columns?

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10. [illegible] on camouflage
for Agate as well as for X.
11. What will be capacity of ships tanks?
12. Should we not send at least one month's
supply of coal briquettes for steam crane?
13. Need we remind anyone re radio
facilities etc. required?
14. Get definite data or not, re size of planes
and wt. of designed planes.
15. Do planes require any fresh water?
How much?
16. Note that est. estimate includes one
sea-hangar at $30,000.
17. Show photos to Seaman.

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State (C.O. - Parks)

to Gen Crawford to arrange meeting, N, G-3, G-4, G-H&Q - A-WPD to get up letter to Engrs to State

(1) What troops to provide housing (A+G+Navy + Navy + cold storage + water

(2) What technical facilities to provide - Army - Navy - Civ

(3) Directive to _____ ordering unit

A-WPD
Section + A-3 + A-4

A-3 - provision of composite hydro.

for Occupation - ~~Sept~~,

Dt Aircraft Warning Service.

Dt Weather Service.

Dt M.P.C.S. (watch)

Dt Sea Dist. net Comm Services.

(C.W. Op. - mil. att. Engrs, etc.)

Training?

Type Plans - Cont + Pers

~~Troop Warning Service~~

A-4 - Supervision of P.S.C. and agreements for establishing supplies; housing - Facil

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Bldg - Sec & Comm Office 12 x 8'

Bldg. 1200 - 1400 sq ft for Pilots, other rooms

Bldg - 12 x 18' - A. W. S.

Together { Operations Office
Crew Office } 1200 - 1400

Weather Sec 1200 - 1400
Bldg. 400 sq. ft. for Airway Comm
12 x 18' storage

20 x 60 storage for Ferry Command

The following buildings will be required:

1200 to 1400 sq ft floor

20 x 40

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Weather Construction

1 ~~Building standing~~ 1,200 to 1,500 floor space. Base for ceiling light projector.

~~Building 20' x 60' storage - Ferry Command~~

~~Bomb & Ammunition Storage for~~

Road from Field to town

150 man hospital & rest camp on Green Mt.

~~Building 20' x 20' for Airways Communication &~~
~~12 x 18' for equipment~~

~~weather & dispatch rooms~~

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Gen Crawford –

Mr Lovett just had me in for a conference on Ascension Island.

1. He is anxious to press this.
3. He does not want the Navy to get too much of a hold on this. He remembers Mayport Field, Port Lyautey, North Island etc. He will stand on the Kodiac agreement. If that is not good enough for the Navy, then let's revise Kodiac agreement to suit us.
3. He wants all possible protection for the small unit such as ample camouflage, smoke protection, underground installations when possible.
4. He feels that we must hold this place against attack.

Major Taylor

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Subject: Air Corps Requirements - Project Agate.

1.

~~Service Command~~

4 (7) 20 E.M. - Service Command ✓
2 (7) 20 E.M. - Weather Service ✓
2 (7) 8 E.M. Ferry Command ✓
30 (7) 25 E.M. " " Transients ✓
6 (7) 105 E.M. A.W.S. ✓
- 9 E.M. Airways Communication Service ✓
40 - 200 Comp. Sq. ~~Student Officers Transport.~~
10 - 100 A.B. Sq
17 317

16 16
16 16
32 32
8 1
40

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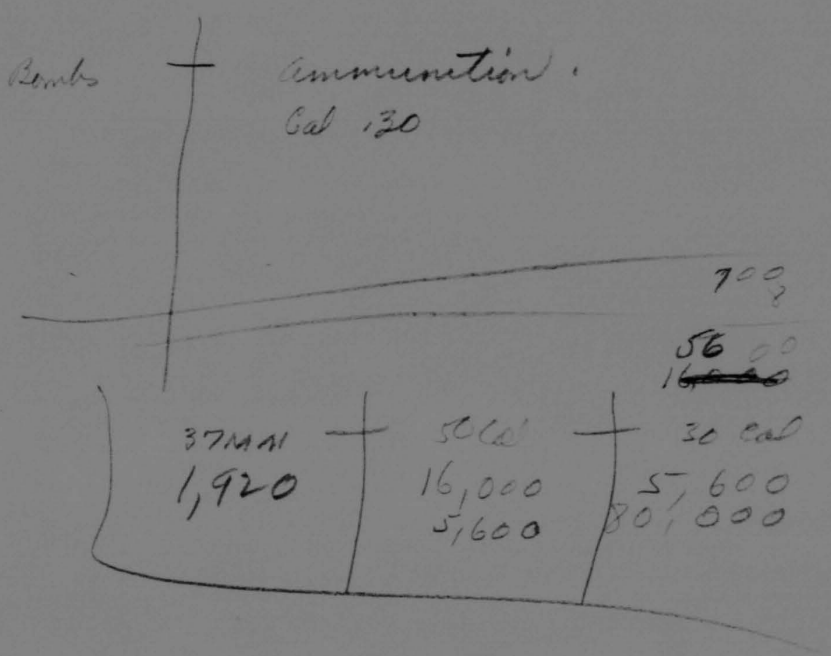

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60 — #300
100 — #100

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WPD
SHS

February 5, 1942.

MEMORANDUM FOR A. C. OF S., G-3:

Subject: Ascension Island.

1. The Chief of Staff has directed the Chief of Engineers to construct an airfield and necessary facilities for a defense garrison at Ascension Island. It is requested that orders be issued releasing the 38th Engineer Regiment (Combat) to the Chief of Engineers for this work.

2. It is further recommended that the units of the authorized garrison, which are indicated below, be designated with a view to dispatch to Ascension Island, when facilities are available:

	Off.	EM.
One infantry battalion (less 2 Rifle Cos.)	16	470
One battery 105 mm howitzers	4	116
One platoon CA (S/L)	1	35
One battery CA (AA) 37mm Gun	6	148
One section QM Co (Bkry)		8
One station Hospital (150 bed)	14	100
QM Detach.	2	40
Finance Detach.	1	6
Ordnance Detach.		14
Signal and Engr. Personnel		17
Total	44	954

Motor transportation for these units to be limited to the quantities recommended by GHQ.

3. Air Corps units, consisting of one composite squadron, (not to exceed two flights pursuit, 1 flight medium bombardment) AWS detachment with 1 SCR 271 set and Air Corps Services, total 631 officers and men, will be moved to Ascension Island when recommended by the Chief, Army Air Forces, after necessary operating facilities have been completed.

L. T. GEROW,
Brigadier General,
Assistant Chief of Staff.

(MEMO FOR RECORD ATTACHED)

Copy for AAF
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MEMO FOR RECORD:

The above was agreed upon in conference by GHQ (Col. Stewart), AAF (Col. Anderson), G-3 (Col. Hodes), G-4 (Col. Rehm). Details of construction, both of technical facilities and housing, will be arranged by Chief, Army Air Forces and Chief of Engineers in accordance with directive approved by the Secretary of War, February 3 (copy attached). Housing will be limited to tent camp, floored and framed with remainder of facilities provided in accordance with War Department policy for T/O type camp.

Incl.
1-Copy of directive. (AFF/AWPD/60-3)
2-Copy ltr. to CNO fm C/S

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SECRET

February 3, 1942

Subject: Construction of Air Base at Ascension Island.

To: Chief of Naval Operations;
Commander in Chief, U. S. Fleet.

1. The War Department proposes to construct immediately, an airfield on Ascension Island, primarily for use in ferrying aircraft to Africa. An Army garrison of approximately 1500 men, including initially 1 composite air squadron, has been tentatively set up for the defense of the island.

2. The State Department advises informally that the British have agreed to construction of an air base on Ascension Island by the United States.

3. I understand that the Navy also desires aviation facilities on Ascension Island for purposes connected with Naval Patrol of sea areas between Eastern Brazil and West Africa, and wishes to include in the project, facilities for the operation of one (12 plane) squadron naval patrol planes, land or amphibian types.

4. The War Department will undertake to include these facilities in its construction project, subject to transfer of necessary funds.

5. It is suggested that arrangements for use of Army facilities on Ascension Island by the Navy be similar to those made for Army use of Navy facilities at Kodiak Island. (J. B. No. 312, Serial 714). Specifically these arrangements will provide as follows:

a. The War Department retains complete control of the Air Base, Ascension Island.

b. Navy air operations from Army Air Base, Ascension Island, shall be under naval command except when otherwise arranged in accordance with the provisions of "Joint Action of the Army and the Navy."

c. The Navy shall be granted the right to use the facilities of the Army Air Base, Ascension Island, as necessary for the combatant operations of Naval air units, with the understanding that such operations will be conducted so as not to interfere unduly with the primary purpose of the station.

d. Such of the facilities listed below as may be provided by the Army shall be available for the use of the Navy, subject to determination by the Army that such use will not

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interfere unduly with the primary purpose of the station.

(1) Runways.
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(3) Provisions storage.
(4) Recreation facilities.
(5) Temporary hospitalization and dispensary facilities.
(6) Power, light, water supply, sewerage, drainage and telephone services.
(7) Local bomb and ammunition storage.
(8) Machine gun ranges and bombsight shops.
(9) Radio aids and long range radio (communicating) stations.

The Navy shall have priority with respect to use of any facilities constructed with funds contributed by the Navy.

6. If this arrangement meets with the approval of the Navy Department, appropriate instructions will be issued to War Department agencies charged with the construction and operation of the facilities on Ascension Island.

Chief of Staff.

cn

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MEMORANDUM FOR THE ASSISTANT CHIEF OF THE AIR STAFF, A-3:

Subject: Ascension Island.

1. The Secretary of War has directed the Chief of Engineers to construct an airfield and necessary facilities for a defense garrison at Ascension Island. The Chief of the Air Staff on February 5, 1942 authorized that a composite squadron made up of two flights of pursuit and one flight of medium bombardment be stationed at Ascension Island.

2. It is desired that your Section designate the Air Corps units of the authorized garrison which are indicated below with a view to dispatch to Ascension Island so that they will arrive as soon as facilities are available.

One Composite Squadron (2 flights of pursuit and one flight of medium bombardment)
AWS Detachment with 2 SCR 271 sets
One Airways Communication Detachment
One Weather Service Detachment
One Air Base Detachment to include Aviation Ordnance Troops, Aviation Engineering Troops, a Flight Surgeon, necessary medical personnel to maintain the Fligh Surgeon's office and a Decontamination Detachment.

3. It is desired that the 2 pursuit flights and Bombardment Flight composing the Composite Squadron be newly formed units rather than units withdrawn from groups now in existence.

It is further desired that this Squadron be activated and equipped at the earliest possible date in order that the maximum training may be obtained before departure for Ascension Island.

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4. It is desired that at least one Air Corps officer accompany the Construction Troops; if possible two Air Corps officers should accompany the Construction troops and one of these officers should be the officer who will command the Communications Detachment. These officers should be authorized to make decisions regarding the construction of facilities for the use of the Air Corps.

For the Chief of the Air Staff:

Copy to:
WPD-GS
GHQ
CE
A-4
G-4
MAJ. TAYLOR
SEA
A-WPD

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MEMORANDUM FOR THE ASSISTANT CHIEF OF THE AIR STAFF, A-3:

Subject: Ascension Island.

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For the Chief of the Air Staff:

Copy to:
WPD-GS
GHQ
CE
A-4
G-4
MAJ. TAYLOR
SEA
A-WPD

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SAFETY FILM KODA

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Major Taylor

This was mailed 2/3/42

[redacted]

Subject: Construction of Airfield at Ascension Island.

1. Discussion.

a. A survey has been made at Ascension Island which indicates its suitability for the construction of an airfield thereon. This will permit the ferrying of medium range aircraft between Natal and Africa.

b. Information has been received that diplomatic authority has been granted by the British for the construction on the Island and that formal authority will be received shortly.

c. The Navy has requested that provision be made by the Army for facilities on Ascension Island for one Navy patrol squadron, consisting of approximately twelve airplanes (amphibian or landplanes) and 250 men.

II. Action Recommended.

The Secretary of War directs that:

1. The Chief of Engineers construct at the earliest possible date on Ascension Island, in collaboration with the Chief of the Army Air Forces, an airfield and the necessary technical and housing facilities for the ground and air garrisons (including facilities for the air units of the Navy). Information as to the size and composition of forces authorized for the defense will be furnished by separate letter.

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2. Funds for construction at Ascension Island will be made available by the Chief of the Army Air Forces from funds now available to the Chief of the Army Air Forces. Reimbursement will be made by the Navy for expenditures on construction for their use.

3. The Adjutant General inform all the Divisions of the War Department General Staff, the Chief of the Army Air Forces, the Chief of Engineers, and the Chief of Naval Operations, of action taken in paragraphs 1 and 2 of Section II above and that the code name of this project has been designated as "Gate".

Concurrences:

A. C. of S., G-3 ( ) Dan Callaford

A. C. of S., G-4 ( ) Lee Tuke

For the Chief of the Air Staff:

H. A. Craig,
Colonel, AC,
Acting Asst. Chief of Air Staff, A-4

RECOMMENDATION FOR APPROVAL: In accordance with letter AG 210.68(12-8-41), dated December 8, 1941, two Air Corps officers and two Engineer officers made a survey of Ascension Island December 25-27, 1941, and reported the feasibility of establishing an airfield on the Island. The Air Corps Ferrying Command is pressing for the development of this field to permit the ferrying of medium range aircraft across the South Atlantic. On January 20, 1942, a directive was issued by the Secretary of War to the Chief of the Army Air Forces to make the necessary plans immediately to have an airfield constructed on Ascension Island and provide for the proper protection thereof. Funds are available to the Chief of the Army Air Forces under appropriation, "Defense Aid, Aircraft and Aeronautical Material, 1941-1942", Project 179.

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Approved by C/S 2/4/42
88a

February 3, 1942

AAF/AWPD/60-3

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: Construction of Airfield at Ascension Island.

I. Discussion.

1. A survey has been made at Ascension Island which indicates its suitability for the construction of an airfield thereon. This will permit the ferrying of medium range aircraft between Natal and Africa.

2. Information has been received that diplomatic authority has been granted by the British for the construction on the Island and that formal authority will be received shortly.

3. The Navy has requested that provision be made by the Army for facilities on Ascension Island for one Navy patrol squadron, consiting of approximately twelve airplanes (amphibian or landplanes) and 250 men.

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2. Funds for construction at Ascension Island will be made available by the Chief of the Army Air Forces from funds now available to the Chief of the Army Air Forces. Reimbursement will be made by the Navy for expenditures on construction for their use.

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3. The Adjutant General inform all the divisions of the War Department General Staff, the Chief of the Army Air Forces, the Chief of Engineers, and the Chief of Naval Operations, of action taken in paragraphs 1 and 2 of Section II above and that the code name of this project has been designated as "Agate."

III. Concurrences.

A. C. of S., WPD ( )
A. C. of S., G-4 ( )

For the Chief of the Air Staff:

H. A. Craig,
Colonel, AC,
Acting Assistant Chief of the Air Staff, AWPD

MEMORANDUM FOR RECORD: In accordance with letter AG 210.68(12-6-41), dated December 6, 1941, two Air Corps officers and two Engineer officers made a survey of Ascension Island December 25-27, 1941, and reported the feasibility of establishing an airfield on the Island. The Air Corps Ferrying Command is pressing for the development of this field to permit the ferrying of medium range aircraft across the South Atlantic. On January 20, 1942, a directive was issued by the Secretary of War to the Chief of the Army Air Forces to make the necessary plans immediately to have an airfield constructed on Ascension Island and provide for the proper protection thereof. Funds are available to the Chief of the Army Air Forces under appropriation, "Defense Aid, Aircraft and Aeronautical Material, 1941-1943", Project 170.

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2 - 5-5 guns present - British owned. maybe can be used in place of 155's

270 ca-mobile
271 ca-fixed

GARRISON FOR ASCENSION ISLAND

Battalion Headquarters Detachment (including Field Officer)

1 Rifle Company
many weapons available if want it.

1 Battery CA, 155 mm gun, semi-mobile.

1 Platoon CA (Searchlight)

1 Battery, CA (AA) 37 mm gun, semi-mobile

Medical Detachment consisting of battalion section, infantry battalion plus 150-bed field hospital

1 SCR 270 Set with signal corps detachment, operators.

1 Composite Air Squadron.

Air base personnel including decontamination detachment.

1 Section Bakery Co.

Detachment Ordnance

Detachment QM

Detachment Finance

(All with complete T/BA armament and equipment, less transportation)

Consider 2 navy Patrol amphibians

ADDITIONAL EQUIPMENT

8 Cal. .50 MGs (AA)

20 Cal. .30 MGs

500 grenades, fragmentation

10 Field telephones

20 miles field telephone wire

10,000 sand bags

3 water stills with capacity 2500 gallons each per day. (Must go with force as water on island insufficient)

TRANSPORTATION

Only sufficient transportation to provide semi-mobility to units and to take care of administrative requirements will be taken.

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Maj Taylor
3103

SERVICES FOR AIR CORPS COMPOSITE SQUADRONS

2 Flights Pur

1 Flight M Bomb

AB Det of 10 Officers, 96 Enlisted Men

	OFFICERS	ENLISTED MEN
CWS		
Decon Det	1	8
ENG -- Major Smyser		
Reinforced Platoon of Co of Bn Avn Sep	2	60 (?)
ORD		
Plat Bomb	1	41
QMC		
Det	1	20
SIG		
Sig Co AWS Front		
(1 dist Rptg Plat -- T/O 11-427)	2	49 (?)
1 Plot Plat	4	45 (?)
	6	94
MED		
Atchd	1	8
Disp	1	4
	13	205

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WPD
RWC

Subject: Construction of Air Base at Ascension Island.

To: Chief of Naval Operations;
Commander in Chief, U. S. Fleet.

1. The War Department proposes to construct immediately, an airfield on Ascension Island, primarily for use in ferrying aircraft to Africa. An Army garrison of approximately 1500 men, including initially one composite air squadron, has been tentatively set up for the defense of the island.

2. The State Department advises informally that the British have agreed to construction of an air base on Ascension Island by the United States.

3. I understand that the Navy also desires aviation facilities on Ascension Island for purposes connected with Naval Patrol of sea areas between Eastern Brazil and West Africa, and wishes to include in the project, facilities for the operation of one (12 plane) squadron naval patrol planes, land or amphibian types.

4. The War Department will undertake to include these facilities in its construction project, subject to transfer of necessary funds.

5. It is suggested that arrangements for use of Army facilities on Ascension Island by the Navy be similar to those made for Army use of Navy facilities at Kodiak Island. (U.S. No. 312, Serial 714). Specifically these arrangements will provide as follows:

a. The War Department retains complete control of the Air Base, Ascension Island.

b. Navy air operations from Army Air Base, Ascension Island, shall be under naval command except when otherwise arranged in accordance with the provisions of "Joint Action of the Army and the Navy."

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(7) Local bomb and ammunition storage.
(8) Machine gun ranges and bombsight shops.
(9) Radio aids and long range radio (communicating) stations.

The Navy shall have priority with respect to use of any facilities constructed with funds contributed by the Navy.

6. If this arrangement meets with the approval of the Navy Department, appropriate instructions will be issued to War Department agencies charged with the construction and operation of the facilities on Ascension Island.

Chief of Staff.

cn

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The Navy shall have priority with respect to use of any facilities constructed with funds contributed by the Navy.

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Chief of Staff.

cn

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Glen Crawford

DEPARTMENT OF STATE

Memorandum of Conversation

DATE: January 26, 1942.

SUBJECT: ASCENSION ISLAND

PARTICIPANTS: Brigadier General Robert Crawford, War Department
Mr. Hickerson (Eu)

COPIES TO:

I talked to Brigadier General Robert Crawford of the War Department on Saturday, January 24, in regard to Ascension Island. I told General Crawford that the War Department's suggestion in Mr. Stimson's letter of December 19, 1941 that we obtain a lease from the British Government for ninety-nine years, including full rights for American commercial aircraft, but otherwise along the lines of the Newfoundland base lease had troubled officers of the State Department considerably. I pointed out that we had taken up a number of ferry problems with the British, Australian and other Governments but that these

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these requests had related solely to the existing emergency. I went on to say that my superiors in the Department felt that there were important implications of defense and foreign policy involved in the proposal to acquire a ninety-nine year lease on Ascension Island which should receive the most careful consideration in view of the situation of the Island in the South Atlantic considerably outside the area in which we have heretofore made political commitments.

I explained further to General Crawford that the matter had been discussed in some detail in the Department and that I had been requested to explain to the War Department that in all these circumstances we felt that the concurrence of the Navy and the specific approval of the President should be obtained by the War Department. I added that if the War Department preferred, the State, War and Navy Department could together present this matter to the President for approval.

General Crawford told me in reply that he personally did not like the idea of the long term lease and had not previously heard it. He said that the proposal to obtain rights for American commercial aircraft to use these facilities which would be built and paid for by the United

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United States appealed to him; he therefore inquired whether there was any way in which this could be dealt with without a ninety-nine year lease. I told him that I felt this could easily be done. I commented that an offhand suggestion that occurred to me was that in requesting the approval of the British Government for the construction we introduce the condition that American commercial aircraft be allowed freely to use these facilities in the post war period and inform the British that we would expect to reach an agreement with them covering this subject at a later date.

General Crawford said that the idea appealed to him and he wished to think it over a little bit. About thirty minutes later he called me back and said that he had discussed this matter with General Arnold and General Arnold completely approved the suggestion which I had made to him over the telephone. He went on to say that we could therefore ignore that part of the War Department's letter of December 19 proposing a ninety-nine year lease and present the matter along the lines I had suggested. I told General Crawford that I would be glad to draft a telegram along those lines and submit it to my superiors for approval. I added that since such a telegram would depart materially from the suggestion

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of the War Department it would be desirable for the appropriate officers of the War Department to initial the telegram. General Crawford said that he would be glad to arrange that. I added that I felt that the Navy should also initial the telegram.

Today General Crawford called me on the telephone and said that the War Department wished to proceed with the arrangements for this construction on Ascension Island. I told him that I felt that the War Department could safely go ahead and make all of their arrangements without any delay. I told him that I was drafting a telegram along the lines of this conversation on Saturday and that it would be completed in a few minutes and ready for him to see this afternoon. I stressed the fact, however, that there need be no delay whatever in their arrangements about the purchase of materials and other necessary arrangements about this airport. I added that I assume that whatever the reply of the British Government with respect to commercial aircraft it would probably be necessary for us to built the airport.

I then asked General Crawford about clearing the telegram with the Navy. He said that he had thought this matter over and that he would be glad to clear this telegram with the Navy Department.

Eu:J.D.Hickerson:HIC

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c. The Navy shall be granted the right to use the facilities of the Army Air Base, Ascension Island, as necessary for the combatant operations of Naval air units, which are to be so conducted as not to interfere unduly with the primary purpose of the station.

This was desired by Navy as Par 5(c)

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DRAFT

FROM: Chief of Staff.

TO: Chief of Naval Operations and C in C, U.S.

SUBJECT: Construction of Air Base at Ascension Island.

1. The War Department proposes to construct immediately, an airfield in Ascension Island, primarily for use in ferrying aircraft to Africa. An Army garrison of approximately 1750 men, including 1 composite air corps squadron, has been tentatively set up for the defense of the island.

2. The State Department advises informally that the British have agreed to construction of an air base on Ascension Island by the United States.

3. I understand that the Navy also desires aviation facilities on Ascension Island for purposes connected with Naval Patrol of sea areas between Eastern Brazil and West Africa, and wishes to include in the project, facilities for the operation of one (12 plane) squadron Naval patrol planes, land or amphibian types.

4. The War Department will undertake to include these facilities in its construction project, subject to transfer of necessary funds.

5. It is suggested that arrangements for use of facilities on Ascension Island by the Navy be similar to those made for Army use of Navy facilities at Kodiak Island. (J.B. No. 312, Serial 714). Specifically these arrangements will provide as follows:

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"(b) Navy air operations from Ascension Island shall be under naval command except when otherwise arranged in accordance with the provisions of "Joint Action of the Army and the Navy."

"(c) The Navy shall be granted the right to use the facilities

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of the Army Air Base, Ascension Island, as necessary for the operation of Naval air units, subject to determination by the Army as to time and duration of such use, in order not to interfere unduly with the primary purpose of the station.

"(d) Such of the facilities listed below as may be provided by the Army shall be available for the use of the Navy, subject to determination by the Army that such use will not interfere unduly with the primary purpose of the station.

(1) Runways.

(2) Gasoline storage.

(3) Provisions storage.

(4) Recreation facilities.

(5) Temporary hospitalization and dispensary facilities.

(6) Power, light, water supply, sewerage, drainage and telephone services.

(7) Local bomb and ammunition storage.

(8) Machine gun ranges and bombsight shops.

(9) Radio aids and long range radio (communicating) stations.

"(3) The Navy shall have priority with respect to use of any facilities constructed with funds contributed by the Navy."

6. If this arrangement meets with the approval of the Navy Department, appropriate instructions will be issued to War Department agencies charged with the construction and operation of the facilities on Ascension Island.

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DRAFT

FROM: Chief of Staff.

TO: Chief of Naval Operations and C in C, U. S.

SUBJECT: Construction of Air Base at Ascension Island.

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2. The State Department advises informally that British have agreed to construction of air base on Ascension Island by United States.

3. I understand that the Navy also desires aviation facilities ~~in~~ Ascension Island for purposes connected with Naval Patrol of sea areas between Eastern Brazil and West Africa, and ~~desires~~ to include in the project, facilities for the operation of one (12 plane) squadron Naval Patrol planes, land ~~and~~ amphibian types.

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"(a) The War Department retain complete control of the Army Air Base, Ascension Island.

"(b) Navy air operations from Ascension Island shall be under naval command except when otherwise arranged in accordance with the provisions of "Joint Action of the Army and the Navy."

"(c) The Navy be granted the right to use the facilities

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THE JOINT BOARD
Joint Planning Committee
Washington

J.B. No. 349
(Serial 690)

RESTRICTED

May 5, 1941.

From: The Joint Planning Committee.

To: The Joint Board.

Subject: Joint use of landplane facilities at ~~Argentia~~, ~~Bermuda and Trinidad~~.

1. The Joint Planning Committee has given consideration to the needs of the two services for landplane facilities at ~~Argentia~~, ~~Bermuda~~, and Trinidad, and to the unnecessary duplication of expensive facilities which may occur at ~~those~~ places unless a specific agreement exists with respect to ~~their~~ joint use.

2. It is entirely feasible to have one service provide at ~~each~~ place all the overhead facilities which are commonly shared at an airdrome by the organizations present within the same service. Any other course would involve an unjustifiable expenditure of public funds, particularly in view of the opposite intermittent character of the Navy's use of landplane facilities ~~at Bermuda and Trinidad~~ and the planned limitation of the Army's permanent air component at Argentia to one pursuit squadron.

RECOMMENDATION

3. It is recommended that:

~~a. The Navy provide all landplane facilities at Argentia and that~~ The Army provide all landplane facilities at ~~Bermuda and Trinidad~~ except as follows: ~~including for the Navy, the following:~~

~~(1) The Army may~~ erect and equip on the Navy field at Argentia one ~~standard hangar~~ sectional part thereof of the same type as those being erected by the Navy and such stores houses and local housing as is needed by Army personnel.

~~(2) The Navy may erect and equip on the Army airdrome at Bermuda~~ one standard hangar of the type being erected by the Army and within the Army base area, barracks and bachelor officers' quarters adequate for the temporary use of the personnel of one ~~carrier air group of about 81 airplanes (162 officers, 590 men~~, messing facilities for the same personnel and such storehouses as required.

~~(3) The Navy may erect and equip on the Army airdrome at Trinidad two standard hangars of the type being erected by the Army, and within the Army base area,~~ barracks and bachelor officers' quarters ~~adequate for the temporary use of the personnel~~

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of two carrier air groups of about 81 airplanes (197 officers, 990 men each), housing facilities for the same personnel, and such storehouses as required.

(4) In every case, the type of buildings and structures to be erected will conform in type and architecture to that of the service primarily responsible.

b. At each train or base, such of the facilities listed below as may be provided by the service made primarily responsible, shall be available for joint use by the other service.

(1) Surveys, acquisition of land and preparation of site.
(2) Runways.
(3) Gasoline storage.
(4) Provisions storage.
(5) Recreation facilities.
(6) Temporary hospitalization and dispensary facilities.
(7) Power, light, water supply, sewerage, drainage and telephone services.
(8) Local bomb and ammunition storage.
(9) Machine gun ranges and bombsight shops.
(10) Radio aids and long range radio stations.

c. The individual offices, crews and squadron radio stations, shops and other minor facilities [illegible] the service not primarily responsible shall be located to the extent practicable in the vicinity of the hangar or hangars.

d. Each service shall provide its own motor transport, including fuel trucks, as it requires; but the service primarily responsible will assist the other with transportation to the maximum extent practicable.

e. The Army shall provide for the defense of these bases.

f. The local security of the airdrome itself and all government property present shall be provided by the service primarily responsible.

g. (1) So far as practicable all construction at each airdrome shall be performed under common contract.

h. The Navy or the Army shall reimburse the other for cost of construction performed under common contract and for materials, supplies, services and property damage incident to the operation of its units at an airdrome for which the other has primary responsibility.

HARRY J. MALONY,
Brigadier General, U. S. Army

H. M. TURNER,
Rear Admiral, U. S. Navy.

Approved with the explicit understanding that nothing contained herein shall act to modify or restrict the complete control by the War Department of Army bases at Trinidad and Bermuda, or by the Navy Department of the Navy base at Argentia, and further that the Navy installations at Bermuda and Trinidad will be limited to those necessary for temporary and occasional use, with permanent Navy personnel limited to caretaking detachments only."

(Signed) Henry L. Stimson,
Secretary of War.

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From: The Joint Planning Committee.

To: The Joint Board.

Subject: Joint Use of Landplane Facilities at Ascension Island.

1. The Joint Planning Committee has given consideration to the needs of the two services for landplane facilities at Ascension Island and to the unnecessary duplication of expensive facilities which may occur at this place unless a specific agreement exists with respect to their joint use.

2. It is entirely feasible to have one service provide at this place all the overheal facilities which are commonly shared at an air-drome by the organizations present within the same service. Any other course would inv olve an unjustifiable expenditure of public funds, particularly in view of the probable intermittent character of the Navy's use of landplane facilities at Ascension Island.

RECOMMENDATION.

3. It is recommended that the Army provide all landplane facilities at Ascension Island including, for the use of the Navy, the following:

a. Barracks and bachelor officers' quarters adequate for the temporary use of the personnel of one Patrol Squadron (landplane

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or amphibian) (approximately officers and men), messing facilities for the same personnel and such storehouses as required.

b. Such of the facilities listed below as may be provided by the Army shall be available for joint use by the Navy:

(1) Surveys, acquisition of land and preparation of site.

(2) Runways.

(3) Gasoline Storage.

(4) Provisions storage.

(5) Recreation facilities.

(6) Temporary hospitilization and dispensary facilities.

(7) Power, light, water supply, sewerage, drainage, and telephone services.

(8) Local bomb and ammunition storage.

(9) Machine gun ranges and bombsight shops.

(10) Radio aids and long range radio stations.

c. The individual offices, squadron radio stations, shops and other minor facilities constructed for the Navy shall be located to the extent practicable in the area assigned to the Navy.

d. Each service shall provide such motor transport, including fuel trucks, as it requires; but the Army will assist the Navy with transportation to the maximum extent practicable.

e. The Army shall provide for the defense of these bases.

f. The local security of the airdrome itself and all Government

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property present shall be provided by the Army.

4. The Navy shall be responsible for and maintain the necessary guard for the protection of its own property or supply its pro rata part of the personnel and equipment necessary for a combined guard and general security measures.

5. Nothing contained herein shall act to modify or restrict the complete control by the War Department of the Army base at Ascension Island.

6. In the event of a threatened attack, the services of the Navy personnel and equipment at Ascension Island, under the command of the senior Naval officer present, will be made available for the defense of the Base under the command of the Army Base Commander.

7. The Navy shall reimburse the Army for cost of construction and for materials, supplies, services and property damage incident to the operation of its units at Ascension Island.

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From: The Joint Planning Committee.

To: The Joint Board.

Subject: Joint Use of Laniplane Facilities at Ascension Island.

1. The Joint Planning Committee has given consideration to the needs of the two services for laniplane facilities at Ascension Island and to the unnecessary duplication of expensive facilities which may occur at this place unless a specific agreement exists with respect to their joint use.

2. It is entirely feasible to have one service provide at this place all the overhead facilities which are commonly shared at an airdrome by the organizations present within the same service. Any other course would involve an unjustifiable expenditure of public funds, particularly in view of the probable intermittent character of the Navy's use of laniplane facilities at Ascension Island.

RECOMMENDATION.

3. It is recommended that the Army provide all laniplane facilities at Ascension Island including, for the use of the Navy, the following:

a. Barracks and bachelor officers' quarters adequate for the temporary use of the personnel of one Patrol Squadron (laniplane

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or amphibian) (approximately officers and men), messing facilities for the same personnel and such storehouses as required.

b. Such of the facilities listed below as may be provided by the Army shall be available for joint use by the Navy:

(1) Surveys, acquisition of land and preparation of site.

(2) Runways.

(3) Gasoline Storage.

(4) Provisions Storage.

(5) Recreation Facilities.

(6) Temporary Hospitalization and dispensary facilities.

(7) Power, light, water supply, sewerage, drainage, and telephone services.

(8) Local bomb and ammunition storage.

(9) Machine gun ranges and bombsight shops.

(10) Radio aids and long range radio stations.

c. The Individual offices, squadron radio stations, shops and other minor facilities constructed for the Navy shall be located to the extent practicable in the area assigned to the Navy.

d. Each service shall provide such motor transport, including fuel trucks, as it requires; but the Army will assist the Navy with transportation to the maximum extent practicable.

e. The Army shall provide for the defense of these bases.

f. The local security of the airdrome itself and all Government

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property present shall be provided by the Army.

4. The Navy shall be responsible for and maintain the necessary guard for the protection of its own property or supply its pro rata part of the personnel and equipment necessary for a combined guard ~~and general security measures~~.

5. Nothing contained herein shall act to modify or restrict the complete control by the War Department of the Army Base at Ascension Island.

6. In the event of a threatened attack, ~~the services of~~ the Navy personnel and equipment at Ascension Island, ~~under the command of the senior Naval officer present~~, will ~~be made~~ available for the defense of the Base under the command of the Army Base Commander.

7. The Navy shall reimburse the Army for cost of construction and for materials, supplies, services and property damage incident to the operation of its units at Ascension Island.

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Radio Equipment Available for following - Dig Corps.

Availability.

High Freq 10 KW

High Freq 2½-3 KW 8-10 Channel.

BC 375

Low or Intermediate Homing Trans

Low power 100 watt Exp Range

1 Runway Receiver BC-348

Remote Control & Interc Equip.

Power Mntr 35 KW Approx.

Power Mntr 35 KW Approx.

Cone of Silence Marker

Dept. 1 1/2

~~Power Control Equipment~~

~~Power Control Equipment~~

~~Power Control Equipment~~

~~Power Control Equipment~~

Advance parts

~~Runway Lights~~

~~Power Control Equipment~~

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Designate some one as construction agency

Wilcox 2½ KW 8-channel airways transmitter
Federal 197 type transmitter
2 KW transmitter suitable for aircraft homing
100 watt loop type ranger together with
cone of silence marker beacon for let
down.
Power units stand type
Frequencies to be assigned

~~Federal~~ ~~Federal air to ~~ type homing ~~and~~ beacon

~~Arrangements for continuing supplies~~

~~Interior communication~~

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Construction of Air Field at Ascension Island

1. AAF AWPD | AAF A-2 | 1942 1/20

AAF/AWPD
CMT/ls

1. Request has been made of the British for authority to construct a staging field for the Air Corps Ferrying Command at Ascension Island with the least possible delay. This field will permit the ferrying of shorter range aircraft from Brazil to Africa than is now possible; and will also provide an alternate (more Southern) route to Africa in the event of Axis occupation of Northwest Africa.

2. It is desired that an Intelligence estimate be furnished this Division to be used in planning the air and ground defenses of Ascension Island.

H. L. G.
C/AWPD

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Cover

Agate

complete at Pluto by August
for shipment on first sailing.

1 Homing Trans with Keying Unit
1 Airways Trans 2½ or 3KW 8-10 channel
1 " " 2000 8-10 "
(Same frequencies as last two Trans)
1 NRL Radio Range (No 2 models)
Associated receiving equipment.

Power – dual continuous duty units
for both installations.

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Proposed Draft of a Paper to be Submitted to the Joint Planning Committee for Presentation to the Chiefs of Staff

SUBJECT: Protection of American Air Routes across Africa and from Cairo to the Far East.

1. The movement of aircraft across the South Atlantic to West Africa and thence across Africa to Khartoum and Cairo is of the utmost importance to the conduct of air operations by the Associated Powers in the Near and the Middle East. As the weight of air effort in the Near East, the Middle East, and the Far East increases, this air route may be expected to increase in importance. Extension of this existing air route from Cairo to Bangalore is also of immediate importance to both powers. (ABC 4/CS -1, par 11)

2. These air routes are now exposed. The terminals in West Africa and Central Africa are particularly vulnerable. French air forces in Equatorial Africa could be employed to interdict the airdromes at Freetown and Bathurst. In fact, the terminal airpoints, including Takoradi, Accra, Kano and Maiduguri are subject to attack by French Aircraft now in the area. If the French forces become actively allied with Germany, then German aircraft can also operate against these terminal facilities. All the terminal points on the trans-African route are vulnerable to attack by small bands of guerillas or malcontents sponsored by the Germans. Attacks of this nature could be very serious. Aircraft on the ground, shops , and most important fuel stores might be easily destroyed. Such an operation would paralize the entire ferry route by breaking one or more links in the chain. Attacking forces of this nature

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could, at the present time, be extremely small since the terminal points are practically undefended. In considering the defenses at Freetown, and Accra, is is believed that at least one fighter squadron and one specially constituted batallion of ground forces should be provided. Smaller garrison for other bases might be satisfactory. If the British Government is unable to provide the forces at both Freetown and Accra, it might be possible for the U.S. to provide those at Freetown as an initial step toward an ultimate operation against French West Africa. It is also believed advisable to secure the airdrome in Monrovia. This should be a U.S. responsibility. Necessary diplomatic steps will be required before A-B armed forces may be established in Liberia.

3. A survey has been conducted to determine the feasability of establishing air base facilities on Ascension Island. The survey reveals that a battalion of construction troops could prepare the necessary base facilities in 6 weeks. It is believed this should be undertaken at once and that U.S. Forces should assume the responsibility for this development, including security and the stationing of a reconnaissance squadron thereat. This would place a staging field in the Atlantic for use in ferrying medium range aircraft from Natal to Accra.

4. The bases at Freetwon, Takoradi, Ascension, Accra, Lago Aden, and Karachi are subject to sea-borne raids. Security from this direction should be accomplished by ~~Naval and Air Patrols~~. Sea-borne shipping is an important adjunct to the constant operation of these air bases along the ferry routes.

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5. The bases to be used as main maintenance and supply points on the ferry routes as well as staging fields across Africa and India are as follows:

Bathurst
Freetown
Monrovia
Takoradi
Ascension Island
Accra
Lagos
Kano
Maiduguri
Ft. Lamy
El Geneina
El Fasher
El Obeid
Khartoum
Wadi Halfa
Aswan
Aden
Cairo
Basra
Karachi
Bangalore (See Map, Tab A)

Main bases at which it is contemplated maintaining stocks of maintenance supplies and detachments of mechanics for repairs are at

Accra
Khartoum
Aden
Karachi (See Map, Tab A)

These are in addition to the Asmara Depot.

6. Action Proposed:

In view of the importance of the air route across West Africa to Cairo and thence to the Far East it is agreed by the Joint Planning Committee that provisions should be made for the defense of the important air terminals. This defense should provide protection against both air, and ground and sea attack.

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The terminal points requiring protection that are in British Territory within the British zones of strategic responsibility are as follows:

~~Bathurst~~
Freetown
Takoradi
Accra
Ascension Island
Lagos
Kano
Maiduguri
El Geneina
El Fasher
El Obeid
Khartum
Wadi Halfa
Aswan
Aden
Cairo
Basra
Karachi
Bangalore

It is agreed that the British should assume responsibility for security against attack and sabotage against these bases, excepting Freetown, Bathurst and Ascension Island.

b. Freetown ~~and Bathurst are~~ is in British Territory but ~~are~~ is vital to operations against the West Coast of Africa. The United States, has strategic responsibility for such operations. (ABC 4/1.) It is therefore, agreed that the U.S. should assume responsibility for security against attack and sabotage on ~~these~~ this base, to include Liberia.

c. Ascension Island is ~~now~~ British Territory and within the British zone of strategic responsibility. (ABC-1, Annex 3 par. 62) In view of the U.S. principal interest in the operation

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of this air base, however, it is agreed that the U.S. should assume responsibility for security against attack and sabotage ~~on~~ of this base. ~~(Freetown and Ascension Island are stated exceptions to this policy, it being agreed that U.S. Forces should assume protection of these bases in view of the fact that this is within the U.S. zone of strategic responsibility.~~ ~~Additional~~ bases will undoubtedly be developed on the ~~Far Eastern Route in the future.~~ These should also be given protection, ~~when~~ established.

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CMT

SUBJECT: Protection of Air Routes from Brazil to Africa, to the Near East and the Far East for the Ferrying of Aircraft.

1. The movement of aircraft across the South Atlantic to West Africa and thence across Africa to Khartoum and Cairo is of the utmost importance to the conduct of air operations by the Associated Powers in the Near and the Middle East. As the weight of air effort in the Near East, the Middle East, and the Far East increases, this air route may be expected to increase in importance. Extension of this existing air route from Cairo to Bangalore is also of immediate importance to both powers. (ABC 4/CF -3, par. 11)

2. In view of the impending delivery to the Middle East of large quantities of short range bombers which cannot safely cross the Atlantic in one hop, and the need for an alternate route across the South Atlantic from Brazil to West Africa in case of Axis occupation of French West Africa, it becomes necessary to construct an intermediate airport on the British Island of Ascension. A recent survey shows the feasibility of constructing a usable staging field thereon in approximately six weeks time, using a battalion of Engineers for this purpose. The United States should assume the responsibility for this development, including security and the stationing of a composite squadron thereon.

3. These air routes are now exposed. The terminals in West Africa and Central Africa are particularly vulnerable. French Air Forces in Equatorial Africa could be employed to interdict the airdromes at Freetown and Bathurst. In fact, the terminal airpoints,

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including Takoradi, Accra, Kano and Maiduguri are subject to attack by French Aircraft now in the area. If the French forces become actively allied with Germany, then German aircraft can also operate against these terminal facilities. All the terminal points on the trans-African route are vulnerable to attack by small bands of guerrillas or malcontents sponsored by the Germans. Attacks of this nature could be very serious. Aircraft on the ground, shops, and most important fuel stores might be easily destroyed. Such an operation would paralyze the entire ferry route by breaking one or more links in the chain. Attacking forces of this nature could, at the present time, be extremely small since the terminal points are practically undefended. In considering the defenses at Freetown, and Accra, it is believed that at least one fighter squadron and one specially constituted batallion of ground forces should be provided. Smaller garrison for other bases might be satisfactory. If the British Government is unable to provide the forces at both Freetown and Accra, it might be possible for the United States to provide those at Freetown as an initial step toward an ultimate operation against French West Africa. It is also believed advisable to secure the airdrome in Monrovia. This should be a United States responsibility. Necessary diplomatic steps will be required before A-B armed forces may be established in Liberia.

4. The bases at Freetown, Takoradi, Ascension, Accra, Lagos, Aden, and Karachi are subject to sea-borne raids. Security from this direction should be accomplished. Sea-borne shipping is an important adjunct to the constant operation of these air bases along the ferry routes.

5. The bases to be used as main maintenance and supply points on the ferry routes as well as staging fields across Africa

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and India are as follows:

Bathurst
Freetown
Monrovia
Takoradi
Ascension Island
Accra
Lagos
Kano
Maiduguri
Ft. Lamy
El Geneina
El Fasher
El Obeid
Khartoum
Wadi Halfa
Aswan
Aden
Cairo
Basra
Karachi
Mangalore (See Map, Tab A)

Main bases at which it is contemplated maintaining stocks of maintenance supplies and detachments of mechanics for repairs are at

Accra
Khartoum
Aden
Karachi (See Map, Tab A)

These are in addition to the Asmara Depot.

6. Action Proposed:

In view of the importance of the air route across the South Atlantic and across West Africa to Cairo and thence to the Far East, it is desired that provisions should be made for the defense of the important air terminals. This defense should provide protection against air, ground and sea attack where appropriate. The terminal points requiring protection that are in British Territory within the British zones of strategic responsibility are as follows:

Freetown
Takoradi
Accra
Ascension Island
Lagos
Kano

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Maiduguri
El Geneina
El Fasher
El Obeid
Khartum
Wadi Halfa
Aswan
Aden
Cairo
Basra
Karachi
Mangalore

It is believed that the British should assume responsibility for security against attack and sabotage against these bases, excepting Freetown, Bathurst and Ascension Island.

b. Freetown is in British Territory but is vital to operations against the West Coast of Africa. The United States, has strategic responsibility for such operations. (ABC-1/1.) It is proposed therefore, that the United States should assume responsibility for security against attack and sabotage on this base and any in Liberia.

c. Ascension Island is British Territory and within the British zone of strategic responsibility. (ABC-1, Annex 3 par. 62) In view of the United States principal interest in the operation of this air base, however, it is proposed that the United States should assume responsibility for construction and security against attack and sabotage of this base.

d. It is recommended that provision be made at this time for protection of additional bases on the Far Eastern Route when established.

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TAB A - AIR ROUTE SECURITY

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N O R T H

T L A N T I C

O C E A N

AZORES

Flores
Graciosa
Fayal
Terceira
S Miguel

Madeira
Funchal

CANARY IS
Tenerife
Palma
Gran Canaria
Hierro
Lanzarote
Fuerteventura

BRITISH ISLES
SCOTLAND
NORTH SEA
IRELAND
ENGLAND
FRANCE
SPAIN
PORTUGAL
DENMARK
POLAND
GERMANY
BELGIUM
NETHERLANDS
CZECHOSLOVAKIA
HUNGARY
ROMANIA
YUGOSLAVIA
BULGARIA
GREECE
TURKEY
SYRIA
LEBANON
ALGERIA
TUNISIA
LIBYA
EGYPT
SAUDI ARABIA
IRAQ
IRAN
RUSSIA
THE UKRAINE
WHITE RUSSIA
LITHUANIA
ESTONIA
FRENCH WEST AFRICA
FRENCH SUDAN
SENEGAL
GAMBIA
FR GUINEA
IVORY COAST
GOLD COAST
TOGOLAND
DAHOMEY
NIGERIA
CAMEROON
CHAD
SUDAN
ETHIOPIA
ITALIAN SOMALILAND
BRITISH SOMALILAND
ADEN
SAHARA
MAURITANIA
RIO DE ORO
MOROCCO
MEDITERRANEAN SEA
BLACK SEA
RED SEA

Farewell
Thurso
Kirkwall
Peterhead
Aberdeen
Dundee
Perth
Edinburgh
Glasgow
Londonderry
Belfast
Galway
Limerick
Dublin
Holyhead
Liverpool
Hull
Grimsby
Newcastle
Carlisle
Lowestoft
Yarmouth
Milford
London
Dover
Cobh
Southampton
Cherbourg
Le Havre
Brest
St Malo
Lorient
St Nazaire
Nantes
La Rochelle
Bordeaux
Le Verdon
St Sebastian
Santander
Bilbao
Ferrol
Corunna
Vigo
Caminha
Oporto
Bayonne
Barcelona
Tortosa
Madrid
Lisbon
Alicante
Cartagena
Huelva
Villa Real
Cadiz
Gibraltar
Almeria
Malaga
Melilla
Fez
Rabat
Marrakech
Casablanca
Tangier
Oran
Algiers
Bone
Tripoli
Misrata
Benghazi
Cyrenaica
Sfax
Djerba
Tunis
Bizerte
Palermo
Sicily
Messina
Catania
Syracuse
Malta
Sardinia
Cagliari
Naples
Rome
Leghorn
Genoa
Marseilles
Corsica
Monaco
Nice
Barcelona
Zara
Fiume
Trieste
Venice
Ancona
Pescara
Split
Dubrovnik
Cetinje
Belgrade
Sofia
Bucharest
Constantza
Varna
Burgas
Istanbul
Izmir
Ankara
Sinop
Samsun
Trebizond
Batum
Poti
Tiflis
Erivan
Baku
Caspian Sea
Kharkov
Stalino
Taganrog
Azov
Melitopol
Kherson
Nikolayev
Odessa
Kishinev
Lwow
Kiev
Minsk
Vilna
Kaunas
Memel
Konigsberg
Danzig
Stettin
Hamburg
Berlin
Emden
Amsterdam
Rotterdam
The Hague
Antwerp
Brussels
Ostend
Calais
Metz
Munich
Prague
Vienna
Budapest
Berne
Switzerland
Lyons
Marseilles
Corsica
Sardinia
Rome
Naples
Brindisi
Taranto
Crete
Rhodes
Cyprus
Nicosia
Famagusta
Beirut
Damascus
Haifa
Jaffa
Jerusalem
Amman
Cairo
Alexandria
Suez
Aswan
Wadi Halfa
Khartoum
Port Said
Kufra
Benghazi
Tobruk
Mersa Matruh
Sollum
Abu Hamed
Atbara
Port Sudan
Suakin
Massawa
Asmara
Aden
Mecca
Jidda
Riyadh
Hofuf
Bahrein
Kuwait
Basra
Mosul
Baghdad
Kirkuk
Abadan
Bushire
Lingeh
Bandar Abbas
Kerman
Zahedan
Meshed
Tehran
Tabriz
Kazvin
Resht
Astara
Baku
Leningrad
Narva
Pskov
Moscow
Gorki
Kazan
Kuibyshev
Saratov
Stalingrad
Rostov
Voronezh
Kursk
Orel
Tula
Kalinin
Smolensk
Gomel
Pinsk
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Warsaw
Bydgoszcz
Poznan
Breslau
Dresden
Leipzig
Hanover
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Cologne
Frankfurt
Nuremberg
Stuttgart
Augsburg
Munich
Innsbruck
Salzburg
Linz
Vienna
Graz
Zagreb
Ljubljana
Trieste
Fiume
Split
Sarajevo
Belgrade
Nish
Skopje
Salonika
Athens
Patras
Corfu
Valona
Durazzo
Scutari
Cattaro
Ragusa
Sofia
Plovdiv
Varna
Burgas
Constantinople
Gallipoli
Smyrna
Adana
Tarsus
Latakia
Aleppo
Homs
Damascus
Beirut
Haifa
Jaffa
Jerusalem
Amman
Gaza
Port Said
Ismailia
Suez
Cairo
Alexandria
Mersa Matruh
Sollum
Tobruk
Benghazi
Derna
Tripoli
Misrata
Sfax
Djerba
Tunis
Bizerte
Algiers
Oran
Bone
Tangier
Casablanca
Rabat
Fez
Melilla
Marrakech
Agadir
Mogador
Port Lyautey
Rio de Oro
Villa Cisneros
Port Etienne
Atar
Nouakchott
St Louis
Dakar
Bathurst
Bissau
Conakry
Freetown
Monrovia
Grand Bassam
Abidjan
Accra
Takoradi
Lagos
Port Harcourt
Calabar
Victoria
Douala
Yaounde
Fort Lamy
Maiduguri
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St Thiago
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St Helena
Tristan da Cunha
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Port Stanley
Buenos Aires
Montevideo
Rio de Janeiro
Sao Paulo
Santos
Pernambuco
Natal
Recife
Bahia
Belem
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Iquitos
Lima
Callao
Arica
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Valparaiso
Santiago
Concepcion
Punta Arenas
Cape Horn
Panama
Colon
Balboa
Cristobal
Kingston
Jamaica
Havana
Key West
Miami
Tampa
Jacksonville
Charleston
Savannah
Norfolk
Washington
Baltimore
Philadelphia
New York
Boston
Portland
Halifax
Sydney
Gander
Goose Bay
Labrador
Hudson Bay
Churchill
Winnipeg
Regina
Edmonton
Calgary
Vancouver
Victoria
Seattle
Portland
San Francisco
Los Angeles
San Diego
Phoenix
El Paso
Albuquerque
Denver
Salt Lake City
Cheyenne
Omaha
Kansas City
St Louis
Chicago
Detroit
Cleveland
Buffalo
Pittsburgh
Toronto
Ottawa
Montreal
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Fairbanks
Anchorage
Juneau
Nome
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Point Barrow
Aleutian Is
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Kodiak
Dutch Harbor
Honolulu
Midway
Wake
Guam
Manila
Clark Field
Iwo Jima
Okinawa
Tokyo
Yokohama
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Macao
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Imphal
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Bhamo
Lashio
Kunming
Chengtu
Sian
Lanchow
Yenan
Peiping
Tientsin
Mukden
Harbin
Changchun
Hsinking
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Seoul
Pusan
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Vladivostok
Khabarovsk
Komsomolsk
Nikolaevsk
Petropavlovsk
Kamchatka
Okhotsk
Yakutsk
Irkutsk
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Ulan Ude
Novosibirsk
Omsk
Tyumen
Sverdlovsk
Perm
Molotov
Kirov
Gorki
Moscow
Leningrad
Murmansk
Archangel
Onega
Kandalaksha
Petsamo
Kirkenes
Narvik
Bodo
Trondheim
Stavanger
Bergen
Oslo
Gothenburg
Stockholm
Sundsvall
Gavle
Uppsala
Orebro
Norrkoping
Linkoping
Jonkoping
Malmo
Helsingborg
Copenhagen
Aalborg
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Odense
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Tampere
Viipuri
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Rovaniemi
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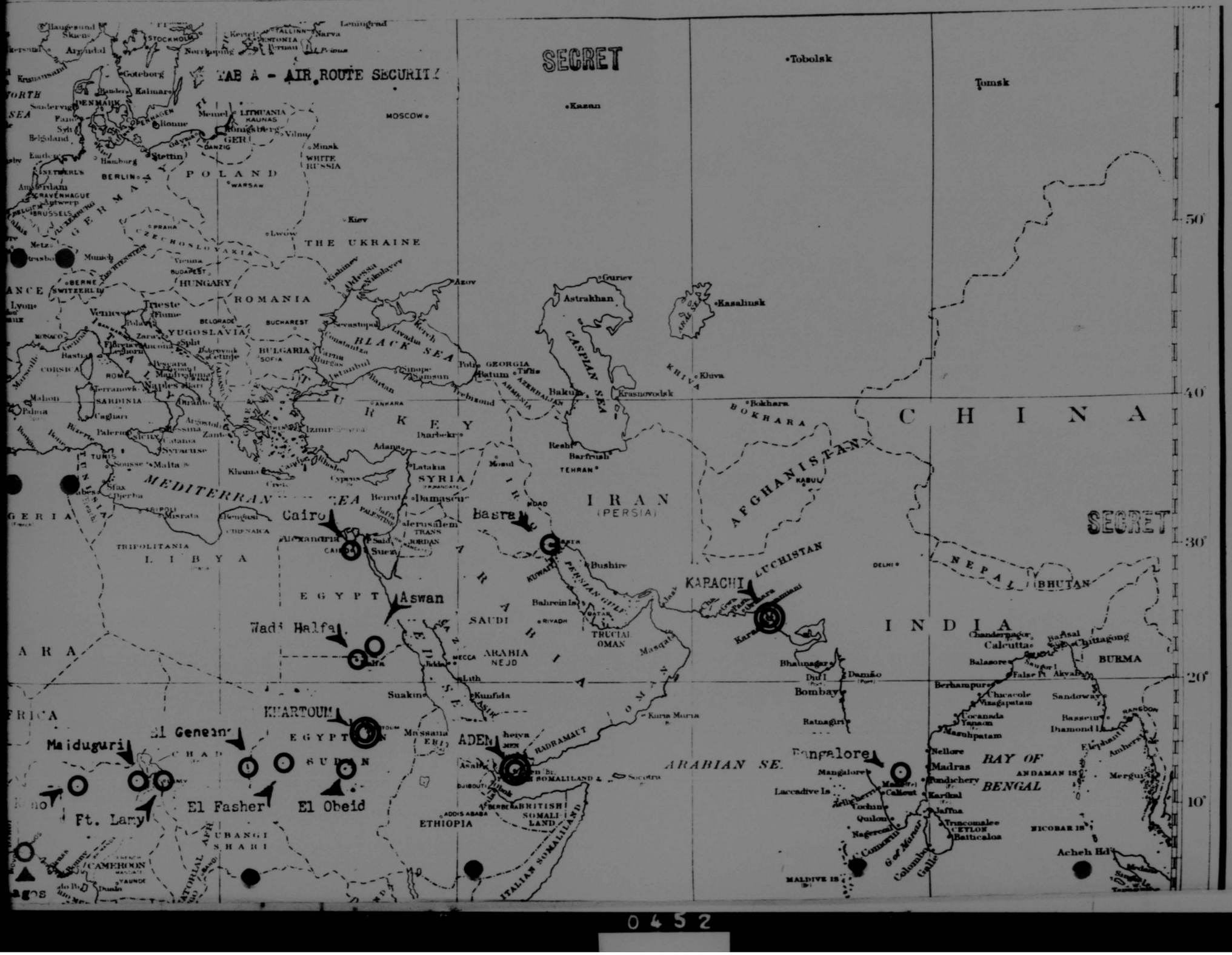

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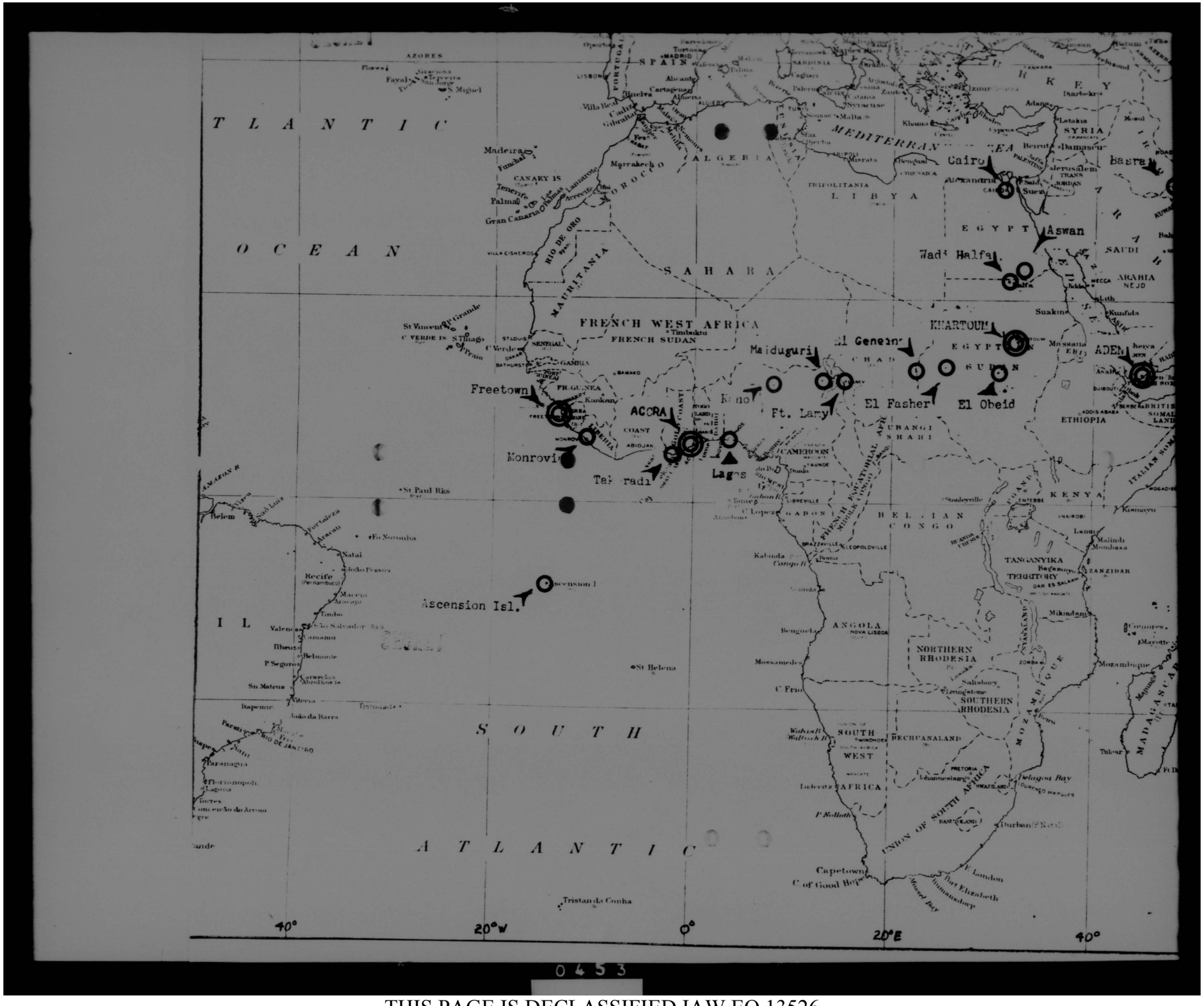

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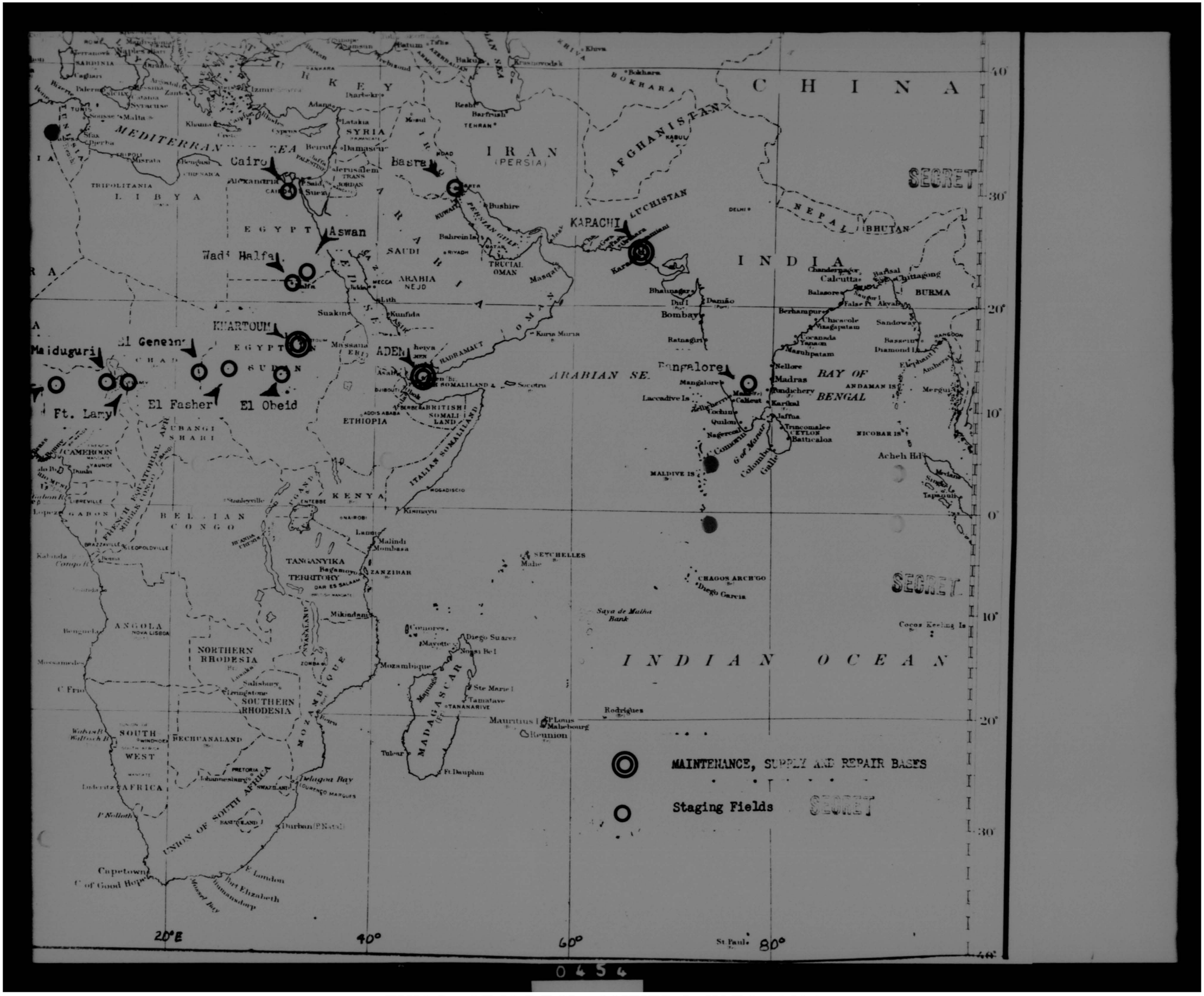

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APPENDIX "C"

SECRET

7°57'16"S

RED HILL

AIRFIELD
ISLAND O
AT SOUTHWEST (
FROM BRITISH ADM
SURVEYS AND OBS
SITE BOARD AT A
FOR

Filed G. Kemp Lt Col
Harold B. Willis, Majo

ONE I

DRAWN AT SEA, 12-29-

LAVA RIDGES

BUILDING

WATER STORAGE

LAVA RIDGES

AREA

DISPERSED PARKING

A. C. GAS STORAGE AREA

To Georgetown (Garrison) 4 m.

LAVA

SEA WATER EVAPORATORS

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SECRET

AIRFIELD SITE ON THE ISLAND OF ASCENSION

AT SOUTHWEST (WATERLOO) PLAINS. DATA FROM BRITISH ADMIRALTY CHART NO. 1691 AND SURVEYS AND OBSERVATIONS BY U.S. ARMY SITE BOARD AT ASCENSION I. DEC. 25-27, 1941

FOR THE BOARD

Philip G. Kemp Lt. Col. A.C/S G-2	R. C. Smyser Major	C.E.
Harold B. Willis, Major A.C.O.C.	K. E. Madsen Capt.	C.E.

SCALE

ONE INCH = 500' on ORIGINAL

500' 1000' 1500'

DRAWN AT SEA, 12-29-41, BY H.B.W. - B. & G. DIVISION. O. Ch. of A.C.

RED HILL

LAVA RIDGES

WATER

STORAGE

DARK SLOPE CRATER

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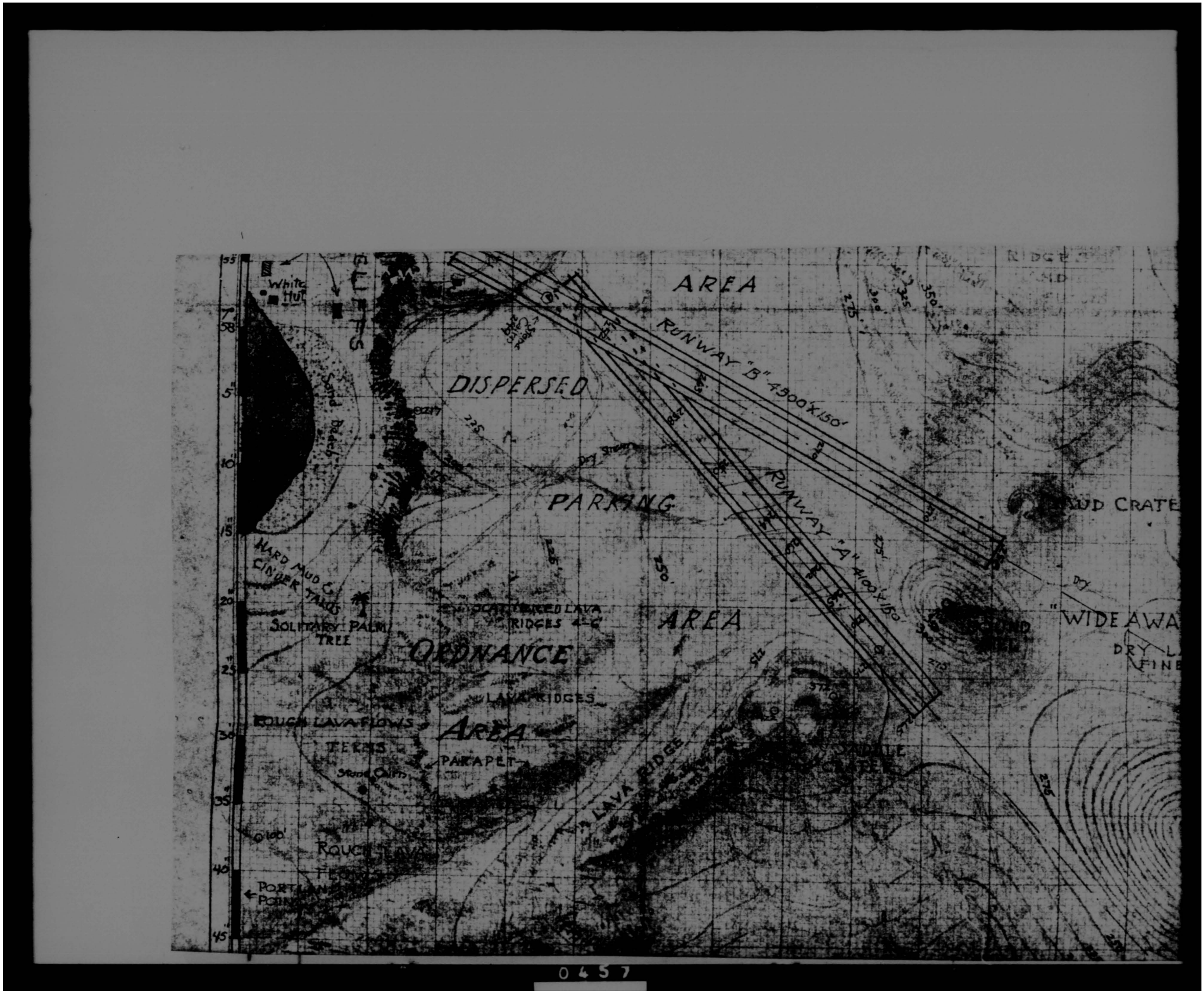

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TERNS

H LAVA FLOWS

LAVA FLOWS

BREEDING GROUNDS

TERN BREEDING GROUNDS

Variation 1940
22°40' W.

WIND ROSE
FEATHERS INDICATE
BEAUFORT SCALE

LOCAL DATA INDICATES S.E. TRADES
AT SITE, BLOW ON LINE OF RUNWAY "B"
DUE TO EFFECT OF HILLS.

Shell Beach

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TO BE RETURNED
TO THE ARCHIVES
OF THE AAF
HISTORICAL OFFICE

File No.
142-1115
1198

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Part 2

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IMMEDIATE ACTION

AAF 210.68

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON (Air AG

February 25, 1942.

SUBJECT: General instructions for preparing personnel of the Army Air Forces for troop movement overseas.

TO: Chief of the Air Corps
Commanding General, Air Force Combat Command
Commanders of all stations and higher headquarters, Army Air Forces

1. General

Many reports are being received from oversea stations that Air Corps personnel and personnel attached or assigned to the Air Forces, both officers and enlisted men, are arriving improperly equipped and prepared for combat service. Major deficiencies noted are:

a. New officers in many instances had not been paid and had no supporting papers for payment.

b. Many instances where administrative records did not accompany personnel.

c. Authority for flight pay for combat crews not available.

d. Necessary allotments to dependents had not been made.

e. Heavy and superfluous baggage such as trunk lockers accompanied personnel when part of the journey had to be made by air.

f. Essential items of equipment such as identification cards, steel helmets, side arms and gas masks were not in possession of personnel in many cases.

g. No records of immunization accompanied personnel in many instances.

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AAF-724

IMMEDIATE ACTION

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2. Instructions to be followed

The following instructions are applicable to all troop movements overseas, either casuals or units. Commanders concerned are held directly responsible that these instructions are carried out in addition to any specific instructions which may be issued for the particular movement. This also applies to Commanders of units of Arms and Services, which may be assigned or attached to the Army Air Forces.

a. Identification cards

(1) Officers and warrant officers

Each officer will carry a War Department Officer's Identification Card (W.D. AGO Form No. 65-1, March 1, 1941). (See WD Ltr AG 334 (5-8-41)MB-M dated May 12, 1941, Subject: "Identification Card for Officers of A.U.S.")

(2) Enlisted men

Each enlisted man will carry a card reproduced locally, which will bear the following information:

Identification photo, if possible
Information relative to service
Person to be notified in emergency
Pay rate
Normal service record descriptive items
Allotment
Certificate relative date and place of last payment

b. Identification Tags

(1) All personnel will wear identification tags properly stamped. (Par. 36, AR 600-40 as amended by Section I, Cir. 262 W.D. 1941)

c. Men not to be taken

(1) Men finally selected to attend Officer Candidate Schools.

(2) Men not qualified for extended foreign service due to physical disability.

(3) Men whose release from active duty is pending.

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IMMEDIATE ACTION

(4) Men awaiting trial by General Courts Martial.

(5) All other men who are not present for duty and whose return to duty within the time available is not practicable.

d. Special physical examination

(1) All personnel will require special physical examinations as prescribed by Paragraph 14. AR 40-100, prior to departure from home stations.

(2) The following immunization in conformity with current War Department instructions will be initiated as soon as practicable after receipt of warning order of the movement. (See AAF Memorandum No. 42-7, February 11, 1942.)

(a) Revaccinate with smallpox vaccine and complete all typhoid innoculations as required by AR 40-215, provided these have not been completed within twelve (12) months prior to departure from continental United States.

(b) Vaccinate with tetanus toxoid as directed in Circular letter, SGO No. 34, April 16, 1941, and Circular letter, SGO No. 110, November 10, 1941.

(c) Vaccinate with yellow fever vaccine as directed in Circular letter, SGO, No. 9, February 12, 1941.

(d) Such other vaccinations or innoculations as may be required for specific movements.

(e) MD Form 81 (Immunization register) will be completed by all officers and enlisted men. These forms will be kept in the custody of the senior ranking officer, senior non-commissioned officer or senior enlistment men, in charge of any troop movement. They will be readily available for inspection by quarantine authorities whenever required by law. (See AAF Memorandum No. 42-12, February 20, 1942.)

e. Allotment of pay

(1) Attention is invited to the provisions of

IMMEDIATE ACTION

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AR 35-5520, March 4, 1941, and to Section I, Circular 46 W.D., 1942. It is desired that all concerned be acquainted with the provisions of this regulation and that they be encouraged to take advantage of its authorizations prior to departure from home stations.

2) Under Paragraph 7, AR 35-5520, as amended by Section III, Cir. 47, W D , 1942, allotments will be accepted to include total base and longevity pay and, in the case of officers, army nurses and warrant officers, subsistence allowances based on a 30-day month.

f. National Service Life Insurance

(1) Strict compliance with Paragraph 1, Section II, Circular No. 7, W D 1942, is enjoined.

g. Secrecy of movement.

It is essential that all men and officers be carefully instructed not to give out any information concerning a projected movement. Such items as approximate date of sailing, name of ship and port from which leaving must not be indicated in any way except by those officers directly concerned with the movement, and then only to other officials concerned with the movement. Enlisted men have in several instances put information concerning a movement on postal cards and in letters which would be easily deciphered by an enemy.

h. Officers pay account

Officers will personally take with them a transcript statement of pay account to be obtained from the local finance officer. Copies of any pertinent orders concerning pay will also be taken.

i. Individual clothing and equipment

Table of Basic Allowances No. 21, October 1, 1941 (column 3, Peace) will be the guide for clothing and individual equipment to be taken. Clothing (summer and winter , clothing winter or clothing summer will be taken depending on the destination of troops. This will be announced in the movement order. All troops going overseas are required to have the service gas masks and steel helmets. Officers will carry side arms, and troops will carry the arms as prescribed in the movement order.

By command of Lieutenant General ARNOLD:

WILLIAM W DICK,
Colonel, A G D ,
Air Adjutant General.

DISTRIBUTION "A"
(Same as AAF Memorandum)

AAF-724

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HEAD QUARTERS, AIR CORPS FERRYING COMMAND

March 4, 1942.

MEMORANDUM FOR CHIEF, CORPS OF ENGINEERS.

Project: Agate Project.

1. A project is now in progress for the construction of a staging point at Agate. The preliminary survey of this site indicated that the most suitable runway would be 4,500 feet in length, and permission for construction of this runway has been granted by the British Government.

2. It is apparent from the available drawings and photographs of the area that the runway may be extended an additional 2000 or 2500 feet. This runway is referred to in the survey as "Site B".

3. If the speed of construction and completion of this project is in no way impaired, it is obviously desirable that additional runway length be provided at this time, it being understood that such additional construction is comparatively simple and not to be achieved at tremendous additional cost. The length of runway originally set up was based on the type of use to which it is intended the staging point be put, and this length provided only the minimum requirements in that it was supposed that additional length would be constructed after the initial project was completed.

4. It is suggested that estimates be made with a view to extending the runway as constructed such additional length as will provide ample runway for the use of all combat type aircraft including B-26 and B-24 aircraft fully loaded. This is estimated to be a minimum of 6500 feet under the conditions of perfect approaches.

For the Commanding General:

ROBERT M. LOVE
1st Lt., Air Corps
Executive, ADTC

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FEB. 28, 1944

MEMORANDUM FOR THE CHIEF OF ENGINEERS:

Subject: Additional Construction for Agate.

It is desired that construction at Agate include storage facilities for sixteen (16) aerial torpedoes. The torpedoes concerned are the Navy Mark XIII type, length 14 feet, 0 inches, diameter 22 inches, weight 2,000 pounds. These torpedoes are for the use of the Army Air Forces unit.

By Command of Lieutenant General Arnold

W. E. DICK
Col., A.G.D.
Air Adjutant General.

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4/17/42

AAF/A-1
SLS

MEMORANDUM FOR THE ADJUTANT GENERAL

Subject: Constitution and Activation of Air Corps Units

The Secretary of War directs:

1. That the following units be constituted and activated immediately by the Commanding General, Air Force Combat Command:

Unit	Station of Activation
1st Composite Sq, Hq (17 Officers, 190 Enlisted Men) 2 Flights Pursuit (1) (16 Officers, 41 Enlisted Men, 1 Flight Bombardment (B) (14 Officers, 43 Enlisted Men) Attached Medical (1 Officer, 3 Enlisted Men)	Baton Rouge, La.
Air Base Detachment (10 Officers, 100 Enlisted Men) Attached Medical (1 Officer, 3 Enlisted Men)	Baton Rouge, La.
Weather Detachment (2 Officers, 20 Enlisted Men)	Baton Rouge, La.
Communications Detachment (9 Enlisted Men)	Bolling Field, D.C.

1. Grades and ratings will be announced in a separate communication.

2. The strength of the 1st Composite Squadron will be augmented by one Lieutenant Colonel, Post Commander; one Captain and one First Lieutenant, Post Hqrs. Officers.

3. Personnel for units will be taken from units under the control of the Commanding General, Air Force Combat Command.

4. These units will be assigned temporarily to the Air Force Combat Command.

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3. These units will be prepared for prompt movement to a port of embarkation for station in "Agate".

4. A report will be submitted to the Chief of Army Air Forces and The Adjutant General without delay giving the following information:

a. Unit furnishing cadre.
b. Size of cadres.
c. Dates of activation.

5. That the Chief of Army Air Forces, Chief of the Air Corps, Commanding General, Air Force Combat Command, Commanding General, Field Forces, all Divisions of the War Department General Staff and other interested agencies be advised of this action.

Concurrences:

A.G. of S., G-3 ( )

For the Chief of the Air Staff:

F. TRUBEE DAVISON
Colonel, Air Corps
Ass't Chief of the Air Staff, A-1

MEMORANDUM FOR RECORD: This action is in accordance with AAF/A-WPD (50-17) February 14, 1942, Subject "Air Garrison for Ascension Island", Approved by the Deputy Chief of Staff, February 14, 1942.

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COPY

In reply refer to Eu

DEPARTMENT OF STATE
WASHINGTON

February 11, 1942

STRICTLY CONFIDENTIAL

The Secretary of State presents his compliments to the Honorable the Secretary of War and, with reference to his letter of February 5, 1942 concerning the proposed air base on Ascension Island, transmits herewith a para-phrase of a further telegram from the American Embassy at London dated February 7, 1942.

Enclosure:

From Embassy, London,
February 7, 1942.

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PARAPHRASE OF TELEGRAM

To: Secretary of State
From: London

Dated: February 7, 5 A.M.

Rec'd: February 7, 12:42 A.M.

No. 568

Refer to your telegram No. 304 of January 26; my No. 463 of January 31 and your No. 398 of February 2,

Mr. Eden has sent me a letter of which the following is the substance:

You took up with me on January 27 your Government's request that my Government grant permission for the establishment of an air base on Ascension Island to facilitate the delivery of short range planes across the South Atlantic. You also expressed the hope that we would cooperate with regard to the importation of equipment, machinery, personnel and other facilities.

Two. It was also suggested that your Government receive postwar commercial aircraft rights and that our two Governments should undertake conversations to settle the details of such rights. It was added that the combined Chiefs of Staff would make arrangements for the local defense of the air field during the war.

Three. I can now advise you that the British Government is glad to have this proposal from your Government and fully agrees on the importance of the Island

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being used for the purposes suggested during the war. It accordingly agrees to grant all facilities to enable your Government to set up the base as quickly as possible. I note that care would be taken to avoid damage to existing cable lines. In this connection I should mention that the wharf and other facilities on Ascension are controlled by the Cable and Wireless Limited, whose staff constitutes the only persons on the Islands other than the military garrison. We are confident that the company's occupational rights will be safeguarded as far as practicable and that the commanding officer of the construction project will consult Mr. Rupert, the company's local manager. I should like to know as far in advance as possible when the construction party will proceed to the Island.

Four. My Government recognizes that your Government would wish to share in the postwar civil aviation rights to the Island and is prepared to discuss with your Government a reasonable settlement with regard to such rights. In view of the military urgency of setting up the base, my Government hopes that such discussions will not delay the construction of the base and it accordingly agrees to having construction undertaken immediately, the conversations on postwar rights to be begun as soon as may be convenient to both Governments. My Government nevertheless believes that the field should not be used by

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commercial planes during the war except in cases of emergency or for military purposes other than by agreement between the two Governments.

Five. My Government agrees that plans for the local defense of the field during the war should be made by the combined chiefs of staff.

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Orders for Advanced Detachment for "Agate".

AAF/A-1
WGB:mdg

1	AAF A-1	Secretary Air Staff	1942 2/21	In compliance with Directive 1-39 your office, dated February 16, 1942, it is reported that the AG issued orders February 15 covering nine (9) Air Corps enlisted men. The Office of the Chief Signal Officer has provided the signal personnel, and orders are being authorized this day assigning Captain Frank Norwood (O-286972) of the 47th Bombardment Group as the Air Officer.

WBT

Incl: Dir. Memo #1-39 to A-1, 2/16/42.

Exec. A-1

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Orders for Captain Frank Norwood (O-286972).

AAF/A-1
WOB:mdg

1	AAF A-1	AAF AAG	1942 2/21	It is requested that radio orders be issued immediately, for immediate compliance, relieving Captain Frank Norwood (O-286972) from further station and duty with the 47th Bombardment Group, Will Rogers Field, Oklahoma, and assigning him to the Composite Squadron being formed at Charleston, South Carolina, for dispatch outside the Continental limits of the United States in "Agate". Captain Norwood must arrive in Charleston not later than February 26, 1942, as the Composite Squadron is scheduled to leave on or about March 1st.

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Exec. A-1

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Transfer of Lt. Colonel Frederick H. Chetlain, Air-Res.

AAF/A-1
GB:cf

1 A.F AAF 1943
A-1 AAG 2/26

1. It is requested that necessary action be taken to have orders published relieving Lt. Col.Frederick H. Chetlain, Air-Res., from further duty with the Air Corps Flying Cadet Examining Board, Chicago, Illinois, and directing him to report to the Commanding Officer, Baton Rouge, La., Air Base, for duty as Base Commander of the Air Base in Accra, to be occupied by the First Composite Squadron which is now being activated at that station by the Air Force Combat Command.

2. In his present duty, Col. Chetlain is functioning under the Adjutant General. His transfer is desired as Base Commander in the foreign service contemplated by the squadron to occupy Accra.

3. Orders should be issued immediately by radio for immediate compliance.

Incl:-
Memo to TAG fm
Ass't C/AS, 2/12/43.

W. E. P.
Exec. A-1

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AG 370.5 (2-14-42)MSC-C ML/jfr-1705

IMMEDIATE ACTION

February 15, 1942.

SUBJECT: Movement Orders, Shipment 4612.

TO: The Chief of the Army Air Forces.

1. Reference is made to letter, this office, February 15, 1942, AG 370.5 (2-14-42)MSC-C-M, subject as above.

2. The sestination of Shipment 4612, referred to in letter above noted, is Ascension Island.

3. In the interest of maintaining SECRECY, it is imperative that every effort be made to use code designation in lieu of actual destination.

By order of the Secretary of War:

ADjutant General

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370.5 (151)

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Unit	Code Designation	Present Station	Agency to Issue Movement Orders	Strength Off &WO	Strength EM	Remarks
Det, 692d Sig Co, AW, Frontier	4612-E	Ft Dix, NJ	CG, New York Port of Embarkation	1	7	Organized by CG, AFCC
Det, AACS	4612-F	Bolling Field DC	Chief, AAF (Col. Watnee)	-	9	Organized by Chief AAF
			Totals -	68	1446	

2. The time of arrival at the Port will be determined by the Commanding Officer, Charleston Port of Embarkation, who will inform the agencies issuing movement orders.

3. Movement of the 38th Engrs (C) is a TEMPORARY change of station. Movement of all other elements of this shipment are PERMANENT changes of station.

4. The Commanding General, Eastern Theatre of Operations, is responsible for absorbing both officer and enlisted personnel not qualified for foreign service and for filling units to the strengths (both officer and enlisted) indicated in Paragraph 1, by transfers of personnel from units under his control. Such transfers will be in grade and will not serve to reduce the current allotment of personnel, grades and ratings, in units from which personnel is transferred.

5. Attention is invited to Paragraphs 2 to 14, inclusive, of Inclosure #1.

6. Equipment, Clothing, Supplies, and Ammunition:

a. The provisions of Inclosure #1 are applicable to this movement with the following exceptions:

(1) Delete Paragraph 1, b.
(2) Delete Paragraph 1, c, (1), (a).
(3) Change Paragraph 1, c, (1), (b) to read:
"Priority Group C" instead of "Priority Group B".
(4) Delete Paragraph 1, c, (3), (a).

b. The Commanding General, Eastern Theatre, will be responsible for inspections for completeness of equipment of the units concerned. He will insure that proper requisitions for shortages are submitted to supply officers of home stations of the units, and will report to the Corps Area Commander those shortages which cannot be filled at home stations.

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IMMEDIATE ACTION

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WAR DEPARTMENT
The Adjutant General's Office
Washington

The Chief of the Army Air Forces

SECRET

AG 370.5 (2-14-42)MSC-C-M

February 15, 1942.

SUBJECT: Movement Orders, Shipment 4612.

:::::::::::::::::::::::
: S E C R E T :
:Auth: T. A. G. :
:Initials one :
:Date: 2-15-42. :
:::::::::::::::::::::::

TO: The Chief of the Army Air Forces,

The Commanding Generals,
Eastern Theatre of Operations;
Air Force Combat Command;
Fourth Corps Area; and the New
York Port of Embarkation;
The Commanding Officer,
Charleston Port of Embarkation;
The Chiefs of Supply Arms and Services.

1. It is desired that you carry out the provisions of the instructions contained herein applicable to you, and/or issue the necessary orders for the movement of the units and detachments listed below to the Charleston Port of Embarkation for subsequent transfer to foreign service. The agency responsible for the issuance of orders is shown in Column 4 of the tabulation below.

Unit	Code Designation	Present Station	Agency to Issue Movement Orders	Strength Off	Strength EM	Remarks
38th Engrs (C) w/att Med & Chap	4612-A	Ft Jackson, SC	CG, Fourth Corps Area	47	1153	Strength, approximate
175th Station Hosp	4612-B	Ft Jackson, SC	CG, Fourth Corps Area	10	67	Capacity, 150-bed
Btry A, 426th CA Bn, Sep, 37mm Gun (AA), Semi-Mobile	4612-C	Camp Stewart, Ga	CG, Fourth Corps Area	6	148	
Service Det, Shipment 4612-D	4612-D	Charleston, SC Port of Embarkation	CO, Charleston Port of Embarkation	4	62	To be concentrated at Charleston (See Incl #2)

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c. Additional instructions on clothing, equipment, supplies, and ammunition.

(1) To be taken from present stations:

(a) Units will take with them from present stations equipment as prescribed by Tables of Basic Allowances (Mobilization Column) and clothing as prescribed by Tables of Basic Allowances No. 21, October 1, 1941 (Peace Column) (Summer only), with the modifications listed in Paragraph 1 a, Inclosure No. 1, and the additional modifications listed below:

1. For warmth during the voyage, one set of woolen outer garments consisting of one cap, field serge; one overcoat; one pair of gloves, wool; and one pair of trousers, wool, will be taken.

2. Btry A, 426th Coast Artillery Bn, Sep (AA), will be equipped as a Caliber .50 Machine Gun Anti-Aircraft Battery, except that four (4) 37mm guns will be furnished instead of a like number of Caliber .50 Machine Guns. Motor transportation as listed in Paragraph 6 c, (2), (a), 2, will be taken. However, full allowances of motor repair equipment and supplies will be taken.

3. The 175th Station Hospital; the Det, 692d Sig Co, AW, Frontier; the Serv Det, Shipment 4612-D; and the Det, Army Airways Communication System will only take individual clothing and equipment, with the additional articles listed in the following sub-paragraph.

4. The following articles will be taken by all units in this shipment:

Covers, mattress, or bed sacks (2 per individual)
Bar, mosquito (1 per individual)
Heavy tentage

(2) To be shipped to the Charleston Port of Embarkation for the units.

(a) The Quartermaster General will ship the following:

1. For all units:

Tropical helmets (one per individual)
Cots, canvas, folding (one per individual)

2. For Btry A, 426th CA Bn, Sep:

2 Trucks, 4x4, Cargo, 1½ Ton
1 Truck, ¼ Ton, Weapons Carrier
1 Truck, ¼ Ton, CR
1 Truck, ¼ Ton, 4x4

3. For 175th Station Hosp:

2 Ambulances
1 Truck, ¼ Ton, Weapons Carrier

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4. For Det, 692d Sig Co, AW, Frontier:

1 Truck, ½ Ton, Weapons Carrier
1 Truck, ¾ Ton, 4x4

5. Sufficient drums suitable for transporting 37,500 gallons of fresh water, to be filled with fresh potable water before departure from the Port.

(b) The Surgeon General will ship complete organizational equipment (except motor transportation) for the 175th Station Hospital.

(c) The Chiefs of Supply Arms and Services will ship equipment for the Serv Det, Shipment 4012-D; the Det, 692d Sig Co, AW, Frontier; and Det, Army Airways Communication System, in accordance with special lists of equipment to be prepared and distributed as indicated in the note on page 1 of Inclosure No. 1.

(d) The Chiefs of Supply Arms and Services will also ship ninety (90) days of supply, Classes I, II, and III, to the Port in time to accompany troops overseas. Type B rations (tropical menu) will be shipped. In addition, seven (7) days Type C rations and three (3) days Type D rations will be shipped.

(e) The Chief of Ordnance will ship the ammunition listed below:

1. 5 units of fire, all classes, except 37mm AA.

2. 7 units of fire, 37mm AA.

(f) The Chief of Engineers will ship such equipment and construction material as is required by the Construction Directive, AGATE.

d. Instructions reference shipments to the Port:

(1) Chiefs of Supply Arms and Services and Corps Area or Theatre Commanders making shipments to the Port to fill shortages reported to them (as indicated in Paragraph 1 a of Inclosure No. 1) will furnish the Port Commander, by the most expeditious means available, a list of the articles shipped, indicating for each shipment the code designation of the unit concerned and the date of shipment. This report is in addition to that required by Paragraph 1 d, (3) of Inclosure No. 1.

(2) Shipments should be made so as to reach the Charleston Port of Embarkation by February 25, 1942.

(3) Shipments other than maintenance supplies will be marked as follows:

TO: PORT QUARTERMASTER
Charleston Port of Embarkation
Charleston, S. C.

FOR: Shipment 4612 (enter letter designated for unit as given in Paragraph 1)

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Maintenance supplies will be marked as above, except that the proper letter as given below will follow the shipment numbers.

"G" for Ordnance supplies
"H" for Quartermaster supplies
"I" for Chemical Warfare Service supplies
"K" for Signal Corps supplies
"L" for Medical supplies
"M" for Engineer supplies
"N" for Air Corps supplies
"P" for Coast Artillery supplies

e. Other Instructions:

(1) The Charleston Port of Embarkation, Charleston, South Carolina, will be responsible for the supply of this force after arrival at destination. Reserves will be built up by subsequent shipments as follows:

(a) Class I and III supplies to 150 days.

(b) Ammunition, all classes except 37mm AA, to 10 units of fire.

(c) Ammunition, 37mm AA, to 15 units of fire.

(d) Class II supplies will be maintained at a 90-day level.

(2) Prior to departure from home stations, units will submit requisitions to The Quartermaster General covering maintenance requirements for a period of six months for personnel requiring measurement or non-tariff size clothing.

(3) No animals or privately owned cameras will be allowed aboard transports.

7. Movement to Port of Embarkation will be by rail and/or motor. For motor movement, maximum use will be made of military reservations for overnight camping.

8. a. Obligate the following procurement authorities to the extent necessary, including the cost of advance detachments.

PERMANENT CHANGE OF STATION

Travel of the Army

FD 1437 P 1-06, 2-06, 3-06, 15-06, 16-06, 17-06 A 0410-2

(For travel of officers, warrant officers, and enlisted men; and for travel of dependents of officers, warrant officers, and enlisted men of the first three grades.)

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Army Transportation—Motor

QM 1620 P 32-02, 35-12 A 0525-2 "C"

(For gasoline and oil, and repairs to motor vehicles en route.)

Army Transportation—Commercial

QM 1620 P 54-01, 54-02, 54-13, 54-07 A 0525-2 "D"

(For packing, crating, and shipping equipment, impedimenta, and authorized household goods allowances of officers, warrant officers, and enlisted men of the first four grades; and for tolls and ferriages en route.)

Barracks and Quarters

QM 1620 P 102-02, 6-10, 9-10, 11-11 A 0535-2

(For fuel, light and water service, and rental of camp sites en route when impracticable to camp overnight at regular Army reservations.)

b. Obligate the following procurement authorities to the extent necessary, including the cost of advance detachments.

TEMPORARY CHANGE OF STATION

Travel of the Army

FD 1437 P 5-06, 6-06, 7-06, A 0410-2

(For temporary travel of officers, warrant officers, and enlisted men)

Army Transportation—Motor

QM 1620 P 32-02, 35-12 A 0525-2 "C"

(For gasoline and oil, and repairs to motor vehicles en route)

Army Transportation—Commercial

QM 1620 P 54-01, 54-02, 54-13, 54-07 A 0525-2 "D"

(For packing, crating, and shipping equipment, impedimenta, and authorized temporary baggage allowances of officers, warrant officers, and enlisted men of the first four grades; and for tolls and ferriages en route.)

9. Obligate the following procurement authorities to the extent necessary for Air Corps Units and Air Corps Service Units, including the cost of advance detachments:

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Travel of the Army

FD 1492 P 1-06, 3-06, 15-06, 17-06 A 0410-2

(For travel of officers, and enlisted men; and for travel of dependents of officers and enlisted men of the first three grades.)

Army Transportation--Motor

QM 1615 P 32-02, 35-12 A 0525-2 "C"

(For gasoline and oil, and repairs to motor vehicles en route.)

Army Transportation--Commercial

QM 1615 P 54-01, 54-02, 54-13, 54-07 A 0525-2 "D"

(For packing, crating, and shipping equipment, impedimenta, and authorized household goods allowances of officers, and enlisted men of the first four grades; and for tolls and ferriages en route.)

Barracks and Quarters

ENG 9700 P 102-02, 6-10, 9-10- 11-11 A 0535-2

(For fuel, light and water service, and rental of camp sites en route when impracticable to camp overnight at regular Army reservations.)

10. Rail equipment will not be ordered until receipt of information from the Port Commander indicating actual time of departure. Carriers should be advised, however, that this movement is contemplated and given such information as is available regarding probable requirements of railroad equipment.

11. Personnel involved in this movement may be advised IN THE CLEAR of the following Post Office address which they may furnish to their friends and relatives:

Private Richard Roe, (Army Serial No. if known)

_____

Organization, including Company or similar designation

APO 877, c/o Postmaster, New York City.

12. All officers and non-commissioned officers of the units to be moved will exact the utmost precaution in the maintenance of secrecy. At the time the unit is alerted, every individual will be imbued with the

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necessity for secrecy and will be cautioned to refrain from discussing the movement outside the Command and to refrain from writing letters, sending telegrams or radiograms, or making telephone calls wherein the contemplated movement is discussed.

13. The Commanding Generals of posts and camps in Column 3, Paragraph 1 have been furnished information copies of this directive.

By order of the Secretary of War:

C. H. Adams

Major General
The Adjutant General.

2 Inclosures:
#1 - Instructions Applicable to Letters on Troop Movement Orders.
#2 - Service Detachment, (Shipment 4612-D)

COPIES FURNISHED:
The Commanding General,
Field Forces;
The Commanding Officer,
38th Engineer (C);
The Chief of Chaplains;
The Inspector General;
The Judge Advocate General;
The Divisions of the War Department
General Staff.

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INSTRUCTIONS APPLICABLE TO DETAILS OF TROOP MOVEMENT ORDERS

1. The following instructions are applicable to all overseas troop movements except where specific exceptions are made in the order to which this inclosure is attached. In such cases, the order will govern.

a. Clothing, Equipment, Supplies and Ammunition to be Taken from Present Stations. The following modification of Tables of Basic Allowances* will be effective for this troop movement:

(1) Ammunition sufficient for guard purposes only will be taken.

(2) Trunk lockers for enlisted men will not be taken. Instead, one additional barracks bag per individual (total of two (2)) will be taken.

(3) Motor vehicles will be limited to 1940 and 1941, or later models. Corps Area and Theatre Commanders will inform The Quartermaster General by the most expeditious means available of the make, type and model of each motor vehicle taken with the force from their territorial commands.

(4) Recreation and day room equipment which is not disposed of will be crated, marked and stored at home stations.

*NOTE: - Chiefs of Arms and Services will prepare special lists of equipment for such composite units and detachments from their Arm or Service as are not covered by Tables of Basic Allowances. Chiefs of Arms or Services who prepare such lists will, furnish copies to the Chiefs of Supply Arms and Services, Corps Area and Theatre of Operations Commanders concerned, the Commanding Officer of the parent unit, The Commanding Officer of the force to which the unit or detachment belongs, and the Commanding Officer of the unit or detachment itself. These special lists of equipment will include items and quantities of equipment generally in proportion to those of similar units organized under standard Tables of Basic Allowances with the variations therefrom as required by comparative strength and special local conditions. These tables will require no approval of higher authority.

INCLOSURE #1.

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INSTRUCTIONS APPLICABLE TO LETTERS ON TROOP MOVEMENT ORDERS

b. Clothing, Equipment, Supplies and Ammunition to be Shipped to the Port for the Force.

(1) The Chiefs of Supply Arms and Services will ship to the Port minimum requirements of Post, Camp and Station property in accordance with a list to be furnished by the Force Commander.

c. Instructions on the Filling of Shortages. The units listed in the order are placed in an immediate priority for the supply of all items of equipment, either from stock or by transfer from other units. With respect to supply of this shipment, as compared to other units in immediate priority, sailing date will govern.

(1) Controlled items: The Commander of the Corps Area or Theatre of Operations in which the unit is located at date of receipt of this order will:

(a) Determine shortages of items other than Air Corps Technical Supply.

(b) Fill shortages of items other than Air Corps Technical Supply by transfer from other units in priority Group 8, not under orders for overseas movement. Transfers made by Corps Area Commanders will be based on the recommendations of the Army, Theatre of Operations, or Air Force Commander concerned.

(c) Report to the Chiefs of Supply Arms and Services by the most expeditious means available the transfers so made and the shortages that cannot be filled by such transfers. One copy of these reports will be sent direct to the Port Commander.

(d) The Chiefs of Supply Arms and Services concerned will fill the remaining shortages from new production, or by transfer from units in any lower priority not under orders for movement overseas. They will ship this equipment direct to the Port of Embarkation, addressed with the code designation of the unit for which intended. Where transfers are made by the Chiefs of the Supply Arms and Services, they will be based upon the recommendation of the Chief of the Using Arm or Service concerned. The Commander concerned will release items transferred under this authority upon call of the Chief of the Supply Arm or Service. The Chiefs of Supply Arms and Services will replace equipment so transferred by diverting the first items to become available from production.

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INSTRUCTIONS APPLICABLE TO LETTERS ON TROOP MOVEMENT ORDERS

(2) Air Corps Technical Supply: The Chief of the Army Air Forces will provide items of Air Corps Technical Supply.

(3) Other Equipment: The Commanding General of the Corps Area or Theatre of Operations in which the unit is located at time of receipt of this order will:

(a) Determine shortages of items of equipment other than controlled items and items of Air Corps Technical Supply.

(b) Fill shortages immediately, either from stocks or by transfer from other units within his Corps Area. Transfers made by Corps Area Commanders will be based upon the recommendation of the Army, Theatre of Operations, or Air Force Commander concerned.

(c) Report to the Chiefs of Supply Arms and Services by the most expeditious means available shortages that cannot be filled promptly as directed above. One copy of these reports will be sent direct to the Port Commander.

(d) Chiefs of Supply Arms and Services concerned will fill these shortages by shipment direct to the Port of Embarkation, addressed with the code designation of the unit for which intended.

d. Instructions Reference Shipments to the Port

(1) Supplies or equipment not already at or near home station will be shipped direct to the Port.

(2) Chiefs of Supply Arms and Services making shipment of the equivalent of one or more carloads of supplies and equipment to the Port will secure release from the Quartermaster General prior to initiating such shipments. Direct communication between the Quartermaster General and the Port Commander, relative to such releases is authorized.

(3) A complete list, in triplicate, showing weight and cubage of items shipped, will be furnished the Port Commander by the Commanding Officer of each organization listed in Paragraph 1 and by the Chiefs of Supply Arms and Services and Corps Area and Theater Commanders making shipment, prior to the arrival of a shipment at the Port.

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INSTRUCTIONS APPLICABLE TO LETTERS ON TROOP MOVEMENT ORDERS

(4) The marking of shipments with the code designations listed in the basic order applies to units being transferred as well as to shipments initiated by the supply arms and services and Corps Area Commanders. In addition, it is highly desirable that equipment be marked for easy identification to facilitate segregation upon unloading. No change in prescribed marking is authorized, but the use of tags and pasters of various shapes and colors (or designs painted on boxes and crates) will meet this requirement. Weight of packages weighing more than five (5) tons will be plainly marked on the package. A packing list or tally-out sheet showing contents of each package will be attached to the package. Unit designation will NOT appear on any shipments to the Port of Embarkation, including motor vehicles.

(5) Insofar as practicable, all equipment requiring crating will be crated prior to departure of unit for the Port of Embarkation. Where equipment must be used enroute or in a staging area, crates for this equipment will be prepared at home stations in order to facilitate final crating at the Port of Embarkation.

(6) The Port Commander is charged with the necessary follow-up to insure that equipment to fill shortages reported by the Corps Area or Theater Commanders is shipped to the Port. To this end, he will have unit commanders or their representatives, upon arrival at the Port, check lists of equipment shipped by Chiefs of Supply Arms and Services against shortages and will transmit report of shortages not covered by shipments to the Chiefs of Supply Arms and Services concerned. The Port Commander is also charged with the necessary follow-up to insure that shipments made are received at the Port.

(7) The Commanding Officer of each unit listed herein or his representative, with such staff as he desires, but preferably not less than one (1) commissioned officer and two (2) non-commissioned officers, will report to the Port Commander at such time as may be designated by him, prepared to furnish the Port Commander information relative to the freight shipments and priorities of loading of equipment pertaining to their units and to sign for supplies and equipment shipped to the Port for his unit.

(8) Unit loading, insofar as is practicable, without waste of cargo space, will be employed.

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INSTRUCTIONS APPLICABLE TO LETTERS OR TROOP MOVEMENT ORDERS

(9) While every effort should be made to complete the equipment at Corps Area of origin, units will be dispatched to the Port of Embarkation in time to arrive there on the date specified by the Port Commander, regardless of the status of organizational equipment and supplies. This action does not alter instructions on fully equipping units. If units cannot be equipped prior to sailing, the Corps Area and Theatre Commanders and the Chiefs of Supply Arms and Services will ship the equipment and supplies required to the Port of Embarkation for later shipment to units as bottoms become available.

2. Men of the following classes will not be sent:

a. Men finally selected to attend Officer Candidate Schools.

b. Men not qualified for extended foreign service due to physical disability.

c. Men awaiting trial by General Courts-Martial.

d. Men whose release from active duty is pending.

e. All other men who are not present for duty and whose return to duty within the time available is not practicable.

3. a. All personnel will require special physical examinations as prescribed by Paragraph 14 AR 40-100 prior to departure from home station.

b. The following immunization in conformity with current War Department instructions will be initiated as early as practicable.

(1) Revaccinate with smallpox vaccine and complete all typhoid innoculations as required by AR 40-215 provided these have not been completed within twelve months prior to departure from continental United States.

(2) Vaccinate with tetanus toxoid as directed in Circular letter, SGO No. 34, April 16, 1941, and Circular letter, SGO No. 110, November 10, 1941.

(3) Vaccinate with yellow fever vaccine as directed in Circular letter, SGO, No. 9, February 12, 1941.

4. Dependents will not accompany troops. See letter, this office, June 7, 1941, AG 541.1 (5-26-41)MO-D-M, subject: Transportation of Dependents and Household Goods to Overseas Stations. If travel is performed by privately-owned automobiles Paragraph 1 g, AR 605-180 applies.

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INSTRUCTIONS APPLICABLE TO LETTERS ON TROOP MOVEMENT ORDERS

5. a. It is desired that a copy of all travel orders involved in Air Corps movement be furnished the Chief of Air Corps (attention Fiscal Section) with the estimated cost by procurement numbers under procurement authorities listed above.

b. It is desired that a copy of all travel orders involved in movement of all other units and detachments be furnished this office (attention Fiscal Section) with the estimated cost of procurement numbers under procurement authorities listed above.

6. a. Reports of designation of unit and detachments, strength, method of movement and dates of departure and arrival are desired.

b. The agency issuing the movement order (Corps Area, Defense Command, or exempted station commander) is responsible that the Commanding General, Port of Embarkation concerned is informed of the method of movement, and the expected date and hour of arrival. This information will reach the Port Commander at least 24 hours prior to expected time of arrival.

c. In case the agency in Eastern Theater of Operations issuing the movement order is a Corps Area commander he will report departure of units to G-3 section, Eastern Theater of Operations. Likewise if destination of a unit in the Eastern Theater of Operations is a station under Corps Area control, arrival will be reported by Corps Area commander to G-3 section, Eastern Theater of Operations.

7. a. Attention is invited to Section II, War Department Circular No. 220, October 17, 1941, which directs that extract copies of SECRET orders, without SECRET markings, will be furnished to the unit personnel section or other reporting source in order to permit the preparation of reports of changes (WD AGO Form No. 303) for units of individuals covered by such SECRET orders.

b. The machine records unit servicing the organization or detachment at home station and the machine records unit servicing the port of embarkation will both be notified of the movement and at this time the provisions of paragraph 8, Chapter VII, Technical Manual 12-305, January 1, 1942, pertaining to disposition of status cards will be complied with. Cards will not be marked SECRET but will be mailed in sealed packages with inner wrapper marked SECRET.

8. Emergency addressee cards, W.D., A.G.O. Form No. 43, will be delivered to the Commanding General, Port of embarkation as required by Circular No. 291, War Department 1941.

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9. Allotment of pay.

a. Attention is invited to the provisions of AR 35-5520, (March 4, 1941). It is desired that all concerned be acquainted with the provisions of this regulation and that they be encouraged to take advantage of its authorizations prior to departure from home stations.

b. Notwithstanding the wording of Par 7, AR 35-5520, allotments will be accepted to include total base and longevity pay and subsistence allowance.

10. National Service Life Insurance

Strict compliance with Section II, 1, Circular No. 7, W.D. 1942 is enjoined.

11. Authority is granted all concerned to remove the SECRET classification from correspondence or requisitions emanating from any Supply Services relating to the shipment of supplies or equipment for the unit or detachment referred to herein, provided nothing in the correspondence or requisition directly or indirectly discloses the composition of the shipment, its destination or date of sailing.

12. Direct communication consistent with the SECRET classification of this directive is authorized by all concerned in effecting the movements referred to herein.

13. A record of the initial and number of each freight, baggage or express car and a complete listing of all property loaded in each car will be made at time of loading and a copy thereof delivered to proper authority at port of embarkation.

14. The Commanding Generals of ports listed in Paragraph 1, Basic communication have been sent an information copy of this directive.

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Inclosure (Service Detachment, Shipment 4612-D)

1. Quartermaster
   - 1 Master Sgt, Chief Clerk
   - 2 Technical Sgts
     - 1 Supply
     - 1 Motor
   - 3 Staff Sgts
     - 1 Supply
     - 1 Motor Supply
     - 1 Subsistence
   - 4 Sgts
     - 1 Chief Baker
     - 1 Fiscal
     - 1 Salvage
     - 1 Clerk, record
   - 1 Pvt, Mech, auto and truck, Tech, 3d grade
   - 1 Pvt, Mech, auto and truck, Tech, 4th grade
   - 2 Pvts, Mech, auto and truck, Tech, 5th grade
   - 1 Pvt, Baker's helper
   - 1 Pvt, Blacksmith, Tech, 5th grade
   - 2 Pvts, Tech, 5th grade
   - 2 Pvts, Chauffeur
   - 1 Pvt, Clerk, Supply, Tech, 4th grade
   - 3 Pvts, Clerk, Supply, Tech, 5th grade
   - 3 Pvts, Clerk, Typists, Tech, 5th grade
   - 1 Pvt, Stenographer, Tech, 4th grade
   - 3 Pvts, Storekeepers, Tech, 4th grade
   - 1 Pvt, Warehouseman, Tech, 4th grade
   - 2 Pvts, Warehouseman, Tech, 5th grade
   - 1 Pvt, Welder, Tech, 4th grade
   - 3 Pvts, Bakers
     - 1 Tech, 4th grade
     - 2 Tech, 5th grade
   - 2 Pvts, Basics

2. Ordnance
   - 1 Tech Sgt, Mech, Arty
   - 1 Armorer, Tech grade 3
   - 1 Armorer, Tech grade 4
   - 1 Mech, Arty, Tech grade 3
   - 1 Mech, Tractor, Tech grade 4

Incl. #2 to letter, 2-14-42,
AG 370.5 (2-14-42)MSC-C-M

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Ordnance (continued)
2 Techs, Arty, Tech grade 4
1 Mech, Arty, Tech grade 5
1 Instr Repairman, Tech grade 3
1 Munitions Worker, Tech grade 4
1 Clerk, General, Pvt 1st Cl
1 Mech, automotive, Pvt 1st Cl
1 Welder, General, Tech grade 4

3. Finance
1 Master Sgt
1 Tech Sgt
1 Staff Sgt
1 Pvt, Tech, 4th grade
2 Pvts, Tech, 5th grade
1 Pvt, 1st Cl

4. a. Two (2) enlisted men, Postal Section

b. Officers

2 QMC
1 Finance
1 Ordnance

Total Detachment: 4 Officers - 62 Enlisted Men.

Incl. #2 to letter 2-14-42
AG 370.5 (2-14-42)MSC-C-M

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Air Corps Construction Requirements for Project Agate.

Chief of Engineers.

1. Reference is made to letter, this Headquarters, subject as above, dated February 9, 1942. That portion of paragraph 2 subject letter reading, "Standard Theatre of Operations Housing" is changed to read, "Tents, Floored and Framed; with screening if Climatic Conditions make Screening Necessary".

For the Chief of the Army Air Forces:

R. C. LEWIS,
Major, Air Corps,
Acting Assistant Air Adjutant General.

A-WPD
Maj. Taylor

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON FEB 12 1942

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

Subject: Ascension Island Garrison

I. Discussion:

1. The Secretary of War on February 3, 1942 directed the construction on Ascension Island of an airfield and the necessary technical and housing facilities for the ground and air garrisons.

II. Action Recommended:

1. It is recommended that the following be approved as the air Garrison for Ascension Island.

One Composite Squadron (2 flights of pursuit and one flight of medium bombardment).
AWS Detachment with 2 SCR 271 sets.
One Airways Communication Detachment.
One Weather Service Detachment.
One Air Base Detachment to include aviation ordnance troops, aviation Engineering troops, a Flight Surgeon, necessary medical personnel to maintain the Flight Surgeon's Office, and a decontamination Detachment.

H. L. GEORGE
Col., Air Corps
Assistant Chief of the Air Staff, A-WPD

Approved - Priority to be determined -

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Directive No. 1-39

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
Washington

February 16, 1942

DIRECTIVE MEMO FOR: A-1

Subject: Orders for Advanced Detachment for Agate.

1. The Secretary of War has directed that the Air Forces furnish one air garrison for Agate. A Composite Squadron and an AWS Detachment has been approved for assignment there.

2. It is directed that you request orders for the advanced detachment, consisting of one Air Corps officer and a Signal Corps Detachment of one officer and seven enlisted men who will accompany the Engineer Regiment which is scheduled to depart from Charleston for Agate on or about March 1, 1942. Lt. Col. Watnee will designate the names. These Air Corps and Signal Corps troops will become a part of the permanent Air Corps garrison of Agate.

3. Report of action taken is directed.

By direction of the Chief of the Air Staff.

Nathan F. Twining,
Lieut. Colonel, Air Corps,
Secretary of the Air Staff.

DISTRIBUTION:
A-2
A-3
A-4
AWPD
AI

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In reply refer to Eu

February 5, 1942

STRICTLY CONFIDENTIAL

The Secretary of State presents his compliments to the Honorable the Secretary of War and, with reference to his letter of February 3, 1942 concerning the proposed air base on Ascension Island, transmits herewith a paraphrase of a further telegram to the Embassy at London of February 2, 1942.

Enclosure:

To Embassy, London,
February 2, 1942.

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PARAPHRASE OF TELEGRAM

To: London SECRET

From: Washington

Dated: Feb. 2, 1942

Rec'd:

No. 398

The military urgency of establishing an air base on Ascension Island is apparent and we do not intend to hold up construction until agreement is reached on a matter of postwar rights. We will accordingly go ahead with construction as expeditiously as possible.

We are nevertheless confident that the justice and moderation of our desire to obtain postwar civil aviation rights in compensation for the heavy expenditure we are incurring will be apparent to the British and that they will exhibit a corresponding attitude toward the discussions of the question which we hope to begin in the near future. You should make clear to them that we do not now know whether we shall ever wish to exercise these commercial rights and that we have no plans whatever for use of the field after the war. We do attach importance however to the granting of those rights by the British at this time. We trust they will also see the advantage to them from the point of view of public opinion of dealing with such requests quickly and broadly.

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NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

Op-12A-4-WCB
(SC) NA/EF13-17
Serial 08512

SECRET

Memorandum

From: The Chief of Naval Operations.
To: The Chief of Staff, U. S. Army.

Subject: Construction of Air Base at Ascension Island.

1. The Chief of Naval Operations and the Commander in Chief, U. S. Fleet, concur in the proposals of your letter of February 3, 1942, (prepared by WPD G.S.)) relative to arrangements for naval use of Army facilities on Ascension Island, and request that development of the proposed air base proceed on that basis.

/s/ H.R. STARK

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SECRET
BY AUTHORITY OF THE
CHIEF OF THE ARMY AIR FORCES
2/6/42 JHC
DATE INITIALS

MEMORANDUM FOR THE ASSISTANT CHIEF OF THE AIR STAFF, A-3;

Subject: Ascension Island.

1. The Secretary of War has directed the Chief of Engineers to construct an airfield and necessary facilities for a defense garrison at Ascension Island. The Chief of the Air Staff on February 5, 1942 authorized that a composite squadron made up of two flights of pursuit and one flight of medium bombardment be stationed at Ascension Island.

2. It is desired that your Section designate the Air Corps units of the authorized garrison which are indicated below with a view to dispatch to Ascension Island so that they will arrive as soon as facilities are available.

One Composite Squadron (2 flights of pursuit and one flight of medium bombardment)
AWS Detachment with 2 SCR 271 sets
One Airways Communication Detachment
One Weather Service Detachment
One Air Base Detachment to include Aviation Ordnance Troops, Aviation Engineering Troops, a Flight Surgeon, necessary medical personnel to maintain the Flight Surgeon's office and a Decontamination Detachment.

3. It is desired that the 2 Pursuit Flights and Bombardment Flight composing the Composite Squadron be newly formed units rather than units withdrawn from groups now in existence.

It is further desired that this Squadron be activated and equipped at the earliest possible date in order that the maximum training may be obtained before departure for Ascension Island.

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4. It is desired that at least one Air Corps officer accompany the Construction Troops; if possible two Air Corps officers should accompany the Construction troops and one of these officers should be the officer who will command the Communications Detachment. These officers should be authorized to make decisions regarding the construction of facilities for the use of the Air Corps.

For the Chief of the Air Staff.

[redacted]
Assistant Chief of the Air Staff, A-WPD

Copy to:
WPD-GS
GHQ
CE
A-4
G-4
MAJ. TAYLOR
SEA
A-WPD

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WPD 4650-4 SECRET

WPD
SHS

February 5, 1942.

MEMORANDUM FOR A. C. OF S., G-3:

Subject: Ascension Island.

1. The Chief of Staff has directed the Chief of Engineers to construct an airfield and necessary facilities for a defense garrison at Ascension Island. It is requested that orders be issued releasing the 38th Engineer Regiment (Combat) to the Chief of Engineers for this work.

2. It is further recommended that the units of the authorized garrison, which are indicated below, be designated with a view to dispatch to Ascension Island, when facilities are available:

	Off.	EM.
One infantry battalion (less 2 Rifle Cos.)	16	470
One battery 105 mm howitzers	4	116
One platoon CA (S/L)	1	35
One battery CA (AA) 37mm Gun	6	148
One section QM Co (Bkry)		8
One station Hospital (150 bed)	14	100
QM Detach.	2	40
Finance Detach.	1	6
Ordnance Detach.		14
Signal and Engr. Personnel		17
Total	44	954

Motor transportation for these units to be limited to the quantities recommended by GHQ.

3. Air Corps units, consisting of one composite squadron, (not to exceed two flights pursuit, 1 flight medium bombardment) AWS detachment with 1 SCR 271 set and Air Corps Services, total 631 officers and men, will be moved to Ascension Island when recommended by the Chief, Army Air Forces, after necessary operating facilities have been completed.

L. T. GEROW,
Brigadier General,
Assistant Chief of Staff.

(MEMO FOR RECORD ATTACHED)

Copy for AAF
-1-

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MEMO FOR RECORD:

The above was agreed upon in conference by GHQ (Col. Stewart), AAF (Col. Anderson), G-3 (Col. Hodes), G-4 (Col. Rehm). Details of construction, both of technical facilities and housing, will be arranged by Chief, Army Air Forces and Chief of Engineers in accordance with directive approved by the Secretary of War, February 3 (copy attached). Housing will be limited to tent camp, floored and framed with remainder of facilities provided in accordance with War Department policy for T/O type camp.

Incl.
1-Copy of directive. (AFF/AWPD/80-3)
2-Copy ltr. to CNO fm C/S

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NAVY DEPARTMENT

OFFICE CHIEF OF NAVAL OPERATIONS

WASHINGTON

Op-12A-4-WCB
(SC) NA/FF13-17
Serial 08512

Feb. 6, 1942.

SECRET

Memorandum

From: The Chief of Naval Operations.
To: The Chief of Staff, U.S. Army.

Subject: Construction of Air Base at Ascension Island.

1. The Chief of Naval Operations and the Commander in Chief, U. S. Fleet, concur in the proposals of your letter of February 3, 1942, relative to arrangements for naval use of Army facilities on Ascension Island, and request that development of the proposed air base proceed on that basis.

(Sgd) H. R. STARK

H. R. STARK

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SECRET

February 3, 1942

Subject: Construction of Air Base at Ascension Island.

To: Chief of Naval Operations;
Commander in Chief, U. S. Fleet.

1. The War Department proposes to construct immediately, an airfield on Ascension Island, primarily for use in ferrying aircraft to Africa. An Army garrison of approximately 1500 men, including initially 1 composite air squadron, has been tentatively set up for the defense of the island.

2. The State Department advises informally that the British have agreed to construction of an air base on Ascension Island by the United States.

3. I understand that the Navy also desires aviation facilities on Ascension Island for purposes connected with Naval Patrol of sea areas between Eastern Brazil and West Africa, and wishes to include in the project, facilities for the operation of one (12 plane) squadron naval patrol planes, land or amphibian types.

4. The War Department will undertake to include these facilities in its construction project, subject to transfer of necessary funds.

5. It is suggested that arrangements for use of Army facilities on Ascension Island by the Navy be similar to those made for Army use of Navy facilities at Kodiak Island. (J. B. No. 312, Serial 714). Specifically these arrangements will provide as follows:

a. The War Department retains complete control of the Air Base, Ascension Island.

b. Navy air operations from Army Air Base, Ascension Island, shall be under naval command except when otherwise arranged in accordance with the provisions of "Joint Action of the Army and the Navy."

c. The Navy shall be granted the right to use the facilities of the Army Air Base, Ascension Island, as necessary for the combatant operations of Naval air units, with the understanding that such operations will be conducted so as not to interfere unduly with the primary purpose of the station.

d. Such of the facilities listed below as may be provided by the Army shall be available for the use of the Navy, subject to determination by the Army that such use will not

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interfere unduly with the primary purpose of the station.

(1) Runways.
(2) Gasoline storage.
(3) Provisions storage.
(4) Recreation facilities.
(5) Temporary hospitalization and dispensary facilities.
(6) Power, light, water supply, sewerage, drainage and telephone services.
(7) Local bomb and ammunition storage.
(8) Machine gun ranges and bombsight shops.
(9) Radio aids and long range radio (communicating) stations.

The Navy shall have priority with respect to use of any facilities constructed with funds contributed by the Navy.

6. If this arrangement meets with the aproval of the Navy Department, appropriate instructions will be issued to War Department agencies charged with the construction and operation of the facilities on Ascension Island.

Chief of Staff.

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IMMEDIATE ACTION

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AG 580.81
(2-5-42) MSC-E

MNE/fm-1705

February 7, 1942.

SUBJECT: Construction of Airfield at Ascension Island.

TO: Chief of Engineers.

1. Reference is made to letter, this office, February 5, 1942, AG 580.81 (2-3-42) MSC-G, subject as above.

2. The composition of the garrison for which facilities will be provided is as follows:

	Officers	Enlisted Men
AirCorps Composite Sqdn with Air Corps Services, including AWS detachment with 1 - SCR 271 and AC transients	114	517
One Inf. Bn (less 2 Rifle Cos.)	16	470
One Btry 105 mm Howitzers	4	116
One Platoon CA (S/L)	1	35
One Btry CA (AA) 37 mm Gun	6	148
One Section QM Co (Bkry)		8
One Station Hospital (150 bed)	14	100
QM Detachment	2	40
Finance Detachment	1	6
Ordnance Detachment		14
Signal and Engr. Personnel		17
Navy (aggregate)		250
	158	1721

3. Housing will be limited to tents, floored and framed with screening if climatic and health conditions require it with the remainder of the facilities provided in accordance with War Department policy for Theatre of Operations camp.

By order of the Secretary of War:

COPIES TO: A.C. of S., G-1; Chief of the Army Air Forces;
A.C. of S., G-2; Chief of Naval Operations;
A.C. of S., G-3; Enlisted Division; and
A.C. of S., G-4; Officers Division.

Adjutant General.

IMMEDIATE ACTION

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WPD
SHS

WPD 4650-4

February 5, 1942

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Construction of airfield at Ascension Island.

The Secretary of War directs that a secret, immediate action letter substantially as follows be sent to the Chief of Engineers:

1. Refer to directive published in compliance with AAF/AWPD/60-3, February 3, 1942, subject as above.

2. The composition of the garrison for which facilities will be provided is as follows:

	Off.	EM.
Air Corps Composite Sqdn with Air Corps Services, including AWS detachment with 1 - SCR 271 and AC transients	114	517
One Inf. Bn (less 2 Rifle Cos.)	16	470
One Btry 105 mm howitzers	4	116
One Platoon CA (S/L)	1	35
One Btry CA (AA) 37 mm Gun	6	148
One Section QM Co (Bkry)		8
One Station Hospital (150 bed)	14	100
QM Detachment	2	40
Finance Detachment	1	6
Ordnance Detachment		14
Signal and Engr. Personnal		17
Navy (aggregate)		250
	158	1721

3. Housing will be limited to tents, floored and framed with screening if climatic and health conditions require it with the remainder of the facilities provided in accordance with War Department policy for Theatre of Operations camp.

Concurrence.
A. C. of S., G-4 (LRL) 2/6/42

L. T. GEROW,
Brigadier General,
Assistant Chief of Staff.

MEMO FOR RECORD: Informal concurrence in the above by CHQ (Col. Stewart), AAF (Col. Anderson), and G-3 (Col. Hodes).

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OFF	ENLMEN	
40	200	Comb Sq.
10	100	Air Base Det.
4	50	Service Command det
2	8	Ferrying Command Control
50	25	" " Transients
2	20	Weather Det
6	1054?	A.W.S.
0	9	A.A.C.S
114	517	

S & Archives Feb-5, 1942

SUBJECT: Air Corps Construction Requirements for Project Agate.

TO: The Chief of Engineers.

1. In accordance with Section II, paragraph 1, Memorandum for the Chief of Staff, subject: Construction of Airfield on Ascension Island, dated February 3, 1942, and approved by the Chief of Staff, United States Army, February 4, 1942, which directs that the Chief of the Army Air Forces collaborate with the Chief of Engineers regarding this project, the following information re Air Corps construction requirements, exclusive of the actual construction of the landing field, is submitted.

2. Standard theatre of operations housing for a total of 114 Air Corps officers and 517 Air Corps enlisted men will be required, as well as dry latrines, bathing facilities, cooking and messing facilities, and cold storage facilities for the same number of personnel.

Cleared for Tests. Cleared for Duplication

3. The following additional buildings will be required:

1 building 1200 to 1400 sq. ft. floor space for use as Operations and Engineering Office.

1 Building 1200 to 1400 sq. ft. floor space for use as Weather Service office.

1 building 18' x 12' for use of the Airways Communications Detachment (storage).

Note: The above buildings should be grouped as close to each other as is consistent with security requirements.

1 building 20' x 40' for Pilots' Locker Room.

1 building 12' x 18' for Armament and Communications office.

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1 building 15' x 1[illegible]' for the Aircraft Warning Service.

1 building 20' x 60' storage space for the Air Corps Ferrying Command.

1 standard quartermaster warehouse.

1 building 24' x 4[illegible]' for Air Corps squadron supply and headquarters.

1 building 60' x 100' for use as Engineering and Armament Shops.

3. Revetments will be required for sixteen type P-39D pursuit airplanes, eight type B-25 bombardment airplanes, and twenty type B-24 bombardment airplanes.

4. Storage for 2,500,000 gallons of gasoline will be required. It is understood that this cannot be provided immediately and that until suitable underground storage can be constructed storage will be in drums.

5. The road from town to the airport site should be improved until suitable for use by the type transportation with which the garrison is equipped.

6. Storage facilities will be required for the following:

8	2,000 lb. bombs
12	1,000 lb. bombs
100	500 lb. bombs
60	300 lb. bombs
100	100 lb. bombs
1,920	rounds 37 mm. ammunition
21,600	rounds 50 caliber ammunition
85,600	rounds 30 caliber ammunition

Approximately 400 sq. ft. of space should be provided for storage of signal flares and other pyrotechnic equipment.

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ARMY AIR FORCES GARRISON "LAWYER"

Units	Base Headquarters	Air Base Detachment (Weather Detachment included)	1st Composite Squadron	Total	Attached Medical	836th Ordnance Co. (AB)(Rd)	190th Chemical Platoon Airdrome (Rd)	2123rd QM Company Service Group(Avn)(Rd)	Aggregate
Colonel	(1)a		1a	1					1
Lt. Colonel	(1)b	1b		1					1
Major	(4)d	5de	1c	6	1g				7
Captain		3h	8if	11		1			12
1st Lieutenant		21	28k	30					31
2nd Lieutenant			12k	12					12
Total Commissioned	(1)	11	50	61	1	1		1	64
Master Sergeant	(1)	4	3	7					7
First Sergeant		2	1	3					3
Technical Sergeant		8	14	22		1			23
Staff Sergeant	(1)	14	32	46		1		1	48
rgeant, including	(2)	23	37	60	1	1	1	3	66
Air Mechanic 1st Cl		(9)	(22)	(31)					(31)
Air Mechanic 2nd Cl			(1)	(1)					(1)
Corporal, including	(3)	23	41	64	2m	1	2L		69
Air Mechanic 1st Cl		(1)		(1)					(1)
Air Mechanic 2nd Cl		(8)	(23)	(31)					(31)
Private 1st Cl, including	(3)	22	48	70	2	7	1	5	85
Air Mechanic 2nd Cl		(2)	(3)	(5)					(5)
Private		15	58	73	3	12		1	89
Total Enlisted		110	234	344	8	23	4	10	390
Aggregate		121	284	405	9	24	4	11	454

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REMARKS

a Base Commander when senior officer eligible at base
b Base Executive when base is commanded by senior officer
c Squadron Commander
d Includes:
S-1 Adjutant
S-2 Intelligence and Security Officer
S-3 Plans and Training Officer
S-4 Materiel Officer
e Detachment Commander
f Operations Officer and Senior Interceptor Control Officer
g Base and Flight Surgeon
h Includes:
Detachment Adjutant and Supply Officer
Technical Supply Officer
Engineering Officer
i Includes:
Squadron Adjutant
3 Interceptor Control Officers
3 Flight Commanders
j Includes:
Detachment Mess and Transportation Officer
Weather Officer
k Includes:
Squadron Engineering Officer
Squadron Supply Officer
Squadron Armament Officer
Squadron Communications Officer
6 Interceptor and Pursuit Officers (AIF)
2 Ferry Pilots
l Technician, 5th Class
m Technician, 5th Grade

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	NOW HAS			Original Set Up			Proposed			Original plus Det	
	Sq	AB	Total	Sq	AB	Total	Sq	AB	Total		
Colonels	1		1	1		1		1	1	1	O/C
Lt. Col					1	1				1	-1
Majors	1	2	3	1	5	6	1	2	3	7	-4
Captains	2	5	7	8	3	11	9	6	15	12	+3
1st Lieut.	18		18	28	2	30	18	2	20	31	-11
2d Lieut	27	2	29	12	0	12	22	1	23	12	+11
Total	49	9	58	50	11	61	50	12	62	64	-2
			+1 Med								
EM	234	100		234	110						

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Personnel (Air Units at Sangley)	1st Comp Sq	AB Det	Med Det	Ord Det	Wea Rec Det	QM Det	ATC Det	Total	6492nd Air Spt Gp Hq Det	Grand Total
Colonel	1	1						1	Three units have T/O	
Lt Col										
Major	1	2	1					4		
Captain	2	5		1			1	9		
1st Lt	18	2				1	2	23		
2nd Lt	27	1			1			28		
Total	49	9	1	1	1	1	3	65	6	71
EM	234	100	8	22	10	10	39	423	117	13 540

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7. One nose type hanger for which provision was made in the original approved report of the surveying party should be constructed. A special type parachute building should be provided for the use of the parachute department.

8. It is understood that provisions have been made for the construction of a 150-man hospital and for provision of water at the rate of five gallons per man per day. It is further understood that electric power sufficient to provide a 25% reserve over and above the expected needs of the entire garrison will be provided.

9. The Air Corps garrison will require approximately fifteen telephones in the Post telephone system.

10. Facilities for recreation and amusement, to include a motion picture theatre, should be constructed.

11. A building suitable for use as a post exchange to serve 2,000 men should be constructed.

12. Construction requirements for the ground garrison and for the Navy will be furnished you in a separate letter.

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MNE/gc - 1705.

AG 580.81 (2-3-42)MSC-G

February 5, 1942.

SUBJECT: Construction of Airfield at Ascension Island.

TO: Chief of Engineers.

1. It is desired that you construct at the earliest possible date on Ascension Island, in collaboration with the Chief of the Army Air Forces, an airfield and the necessary technical and housing facilities for the ground and air garrisons (including facilities for the air units of the Navy). Information as to the size and composition of forces authorized for the defense will be furnished by separate letter.

2. Funds for construction at Ascension Island will be made available by the Chief of the Army Air Forces from funds now available to him. Reimbursement will be made by the Navy for expenditures on construction for their use.

3. The code designator of this project is "Agate".

By order of the Secretary of War:

Adjutant General.

COPIES TO: A. C. of S., G-1
A. C. of S., G-2
A. C. of S., G-3
A. C. of S., G-4
A. C. of S., WPD
Chief of the Army Air Forces
Chief of Naval Operations

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COPY

Approved by C/S 2/4/42

February 3, 1942

AAF/AWPD/60-3

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: Construction of Airfield at Ascension Island.

I. Discussion.

1. A survey has been made at Ascension Island which indicates its suitability for the construction of an airfield thereon. This will permit the ferrying of medium range aircraft between Natal and Africa.

2. Information has been received that diplomatic authority has been granted by the British for the construction on the Island and that formal authority will be received shortly.

3. The Navy has requested that provision be made by the Army for facilities on Ascension Island for one Navy patrol squadron, consisting of approximately twelve airplanes (amphibian or landplanes) and 250 men.

II. Action Recommended.

The Secretary of War directs that:

1. The Chief of Engineers construct at the earliest possible date on Ascension Island, in collaboration with the Chief of the Army Air Forces, an airfield and the necessary technical and housing facilities for the ground and air garrisons (including facilities for the air units of the Navy). Information as to the size and composition of forces authorized for the defense will be furnished by separate letter.

2. Funds for construction at Ascension Island will be made available by the Chief of the Army Air Forces from funds now available to the Chief of the Army Air Forces. Reimbursement will be made by the Navy for expenditures on construction for their use.

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3. The Adjutant General inform all the divisions of the War Department General Staff, the Chief of the Army Air Forces, the Chief of Engineers, and the Chief of Naval Operations, of action taken in paragraphs 1 and 2 of Section II above and that the code name of this project has been designated as "Agate."

III. Concurrences.

A. C. of S., WPD ( ) [illegible]
A. C. of S., G-4 ( ) [illegible]

For the Chief of the Air Staff:

H. A. CRAIG,
Colonel, AC,
Acting Assistant Chief of the Air Staff, AWPD

MEMORANDUM FOR THE CHIEF: In accordance with letter AG 210.68(12-8-41), dated December 6, 1941, two Air Corps officers and two Engineer officers made a survey of Ascension Island December 23-27, 1941, and reported the feasibility of establishing an airfield on the Island. The Air Corps Ferrying Command is pressing for the development of this field to permit the ferrying of medium range aircraft across the South Atlantic. On January 20, 1942, a directive was issued by the Secretary of War to the Chief of the Army Air Forces to make the necessary plans immediately to have an airfield constructed on Ascension Island and provide for the proper protection thereof. Funds are available to the Chief of the Army Air Forces under appropriation, "Defense Aid, Aircraft and Aeronautical Material, 1941-1943", Project 170.

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BY AUTHORITY OF A.C. OF S., WPD
WPD
WPS
Date Initials

WPD 3493-33 January , 1942.

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Code Designator - Assignment for Ascension Island.

The Secretary of War directs that a secret letter substantially as given below be dispatched to the following individuals and agencies:

Commanding General, Field Forces
Assistant Chiefs of Staff, G-1, G-2, G-3, and G-4.
Chief of the Army Air Forces
Chief of the Army Air Corps
Chief of Ordnance
Chief of Engineers
Chief of Chemical Warfare Service
Chief of Coast Artillery
Quartermaster General
Surgeon General
Chief of Staff, GHQ
Commanding General, New York, Port of Embarkation
Commanding General, Charleston, Port of Embarkation
Commanding General, New Orleans, Port of Embarkation
Commanding General, San Francisco, Port of Embarkation.

1. The following additional code designator has been assigned:

Place		Code Designator
ASCENSION ISLAND	—	AGATE

2. Instructions contained in previous War Department communications assigning code designators will be strictly observed to protect the secrecy of this code designator and with reference to its use.

L. T. GEROW
Brigadier General
Assistant Chief of Staff.

rjc

Memo for Record:
Army Air Forces preparing to establish staging field for airplanes on Ascension Island, and Chief Army Air Corps (Major Taylor) made oral request for assignment of code designator.

W. P. SCOBEY
Colonel, General Staff.

SECRET COPY FOR AIR CORPS

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SECRET Directive No. WP-14

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

January 27, 1942.

DIRECTIVE MEMO FOR: A.W.P.D.

Subject: Airfield at Ascension Island.

1. Decision has been made to immediately construct an airfield and to provide proper protection therefor at Ascension Island.

2. Authorization for this construction must be obtained from the British.

3. You are charged with the over all responsibility of carrying out this project.

4. You will call on such agencies of the Army Air Forces as may be necessary for the rapid and successful completion of this project, using this memo as your authority.

5. It is directed that you report action taken.

By direction of the Chief of the Air Staff:

John Y. York, Jr.,
Colonel, Air Corps,
Secretary of the Air Staff.

DISTRIBUTION:
Col. Vanaman
Col. York
Air Inspector
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IN REPLY AG 580.81
REFER TO (1-17-42)MSC-G

WAR DEPARTMENT
THE ADJUTANT GENERAL'S OFFICE
WASHINGTON MNE/ved-1705.

January 20, 1942

SUBJECT: Construction of Airfield at Ascension Island.

TO: Chief of the Army Air Forces.

1. It is desired that you make the necessary plans immediately and upon receipt of authorization from the British to take the necessary action to have constructed at the earliest practicable date an airfield on Ascension Island and to provide the proper protection therefor.

2. For this purpose you are authorized to call upon the Assistant Chiefs of Staff and the Chiefs of the Arms and Services for consultation and any assistance which will aid in the rapid and successful completion of this project.

By order of the Secretary of War:

/s/ Joseph L. Clark
Adjutant General.

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DOD DIR 5200.9, 27 Sep 58
By: Dir, RSI – Init:
APR 1960

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HISTORICAL
143.81-105
Jan.-Feb. 1943

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ADDRESS REPLY TO
THE DISTRICT ENGINEER
APO No. 803
PORT-OF-SPAIN
TRINIDAD, B. W. I.

UNITED STATES OF AMERICA
WAR DEPARTMENT
U. S. ENGINEER OFFICE
TRINIDAD DISTRICT

January 2, 1942.

Subject: Inspection of airfield site, Ascension Island.

To: Chief, Air Corps Ferry Command, Washington, D. C.

1. In compliance with letter orders A.G. 210.68 (12-6-41)O dated December 6, 1941, the following officers

Lt. Col. Philip G. Kemp, A. C.
Maj. Rudolph E. Smyser, Jr., C. E.
Maj. Harold B. Willis, A. C.
Capt. Kenneth E. Madsen, C. E.

proceeded to Ascension Island to inspect possible sites for airfields for the Air Corps Ferry Command. Inspection of sites was made during the period December 25 to 27 inclusive. Full and complete cooperation was afforded by British officials and the U. S. Navy.

2. A single runway only is necessary as the south-east trade winds blow at a constant velocity of 18 miles per hour, with a variation of only 4° in direction throughout the year. An asphalt-stabilized runway, 4,500 x 150 feet directly into the wind, with a general one-half percent up-grade, can be constructed in approximately six weeks. Approaches are clear without obstructions, but clearances on the sides are restricted below peacetime standards. There is no record of fog or limited visibility at the site.

3. No water, food, construction materials or labor are available on the island. All supplies must be taken to the pier-head by lighter; the capacity of the pier-head crane is 20 tons. A prejudice against colored labor exists, for while the native laborers and servants (St. Helenans) are dark skinned, they consider themselves of a higher race.

4. It is recommended that an airfield be constructed at Ascension Island on the site selected by this Board. The detailed report of the Board supporting this recommendation is transmitted herewith.

Rudolph E. Smyser
Rudolph E. Smyser, Jr.,
Maj., Corps of Engineers.

Philip G. Kemp
Philip G. Kemp,
Lt. Col., Air Corps.

Kenneth E. Madsen
Kenneth E. Madsen,
Capt., Corps of Engineers.

Harold B. Willis
Harold B. Willis,
Major, Air Corps.

1 Incl:
Detailed report.

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January 2, 1942

Subject: Site Board Inspection of Ascension Island.

To: Chief, Air Corps Ferrying Command, Washington, D. C.

1. In compliance with letter orders dated December 6, 1941, file A.G. 210.68 (12-6-41)O, a Board of Officers consisting of:

Lt. Col. Philip G. Kemp (O-117703), A. C.
Maj. Rudolph A. Smyser, Jr. (O-17090), C. E.
Maj. Harold B. Willis (O-199832), A. C.
Capt. Kenneth E. Madsen (O-20171), C. E.

proceeded to Ascension Island to determine the feasibility of constructing an airfield for use by the Ferrying Command.

2. Pertinent details of the trip are as follows:

a. Departed Miami on December 10 via Pan-American Airways
b. Arrived Natal, Brazil, on December 14 via Pan-American Airways
c. Departed Natal, Brazil, on December 19 via U. S. Navy PBY
d. Arrived Recife, Brazil, on December 19 via U. S. Navy PBY
e. Departed Recife, Brazil, on December 21 via U.S.S. Somers
f. Arrived Ascension Island on December 25 via U.S.S. Somers
g. Departed Ascension Island on December 27 via U.S.S. Somers
h. Arrived Natal, Brazil, on December 31 via U.S.S. Greene
i. Departed Natal, Brazil, on January 1 via Pan American Airways
j. Arrived Port of Spain, Trinidad, on January 1 via Pan American Airways
k. Departed Port of Spain, Trinidad, on January 5 via Pan American Airways
l. Arrived Miami, January 5, 1942, via Pan American Airways

3. Throughout the trip the Board received excellent cooperation from local officials and U. S. government representatives. In particular the help and whole-hearted cooperation of all U. S. Navy personnel was in a high degree responsible for the successful completion of the trip in so short a period. A junior officer and four sailors from the U.S.S. Somers assisted the Board on Ascension Island.

4. In its selection of the site the Board was guided by the following basic considerations:

a. Adequate all-weather landing and take-off area for modern military aircraft, especially two-engine with maximum overload, was needed.

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b. The site should be capable of rapid development for initial use.

c. Minimum housing and technical facilities consistent with war-time use only would be provided.

d. Due to the exposed location, maximum passive protection of the airdrome through camouflage and dispersion would be required.

General Information and Data

5. Aerial Survey.

No aerial survey of the site was made by any member of the Board. However, a series of photographs were taken by a seaplane from the U. S. S. Omaha. These photographs are attached hereto as Appendix A.

6. Physical Survey.

The physical survey of the site was made during the period December 25-27, inclusive. Members of the Board visited all parts of the island, and inspected every possible site. At the final location profiles of the two possible runways were taken, and a reconnaissance sketch made of the adjacent terrain.

7. Description and Location.

Ascension Island (7°57'S, 14°22'W) is a small island of volcanic origin in the South Atlantic Ocean, 1400 statute miles due east of Recife, Brazil. It is a crown colony of Great Britain, with the entire island now under lease to Cable and Wireless Ltd., a British Corporation. It is governed as a sub-dependency of St. Helena, the local manager of the cable company, Mr. S. Cardwell, also being the Resident Magistrate.

The island has an approximate diameter of 7 miles, a circumference of 22 miles, and a surface area of 38 square miles. The surface of the island is rugged and irregular, with 40 distinct volcanic cones. Vegetation is confined to the top slopes of Green Mountain, whose summit, the Peak, is 2,817 feet high. The remainder of the island is barren, being covered with dense deposits of volcanic ash and cinders broken by jagged lava flows.

The site for the airdrome is at the south west corner of the island, on a sloping cinder plain approximately 260 feet above sea level. This area, called South-west or Waterloo Plains, is the largest level tract on the island. A detailed description is given later. For photographs of typical views of the island and the airdrome site, see Appendix B herewith.

8. Population and Settlements.

Prior to 1922, Ascension Island was maintained as a naval station, but since that date it has been used solely as a relay point

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for the extensive cable facilities centered at this point. The normal population was approximately 192 persons, all employees of the company, their families, or servants. The present population is 270, the increase being caused by the military and naval contingents. This is the maximum population possible on the existing water supply, which is already overtaxed.

Except for resort cottages and a few farmers on the top of Green Mountain, all population is confined to Georgetown, the small settlement opposite the anchorage in Clarence Bay. Housing accommodations are sufficient for present needs, but there is no extra available.

9. Transportation Facilities and Accessibility.

There is no harbor at Ascension Island, vessels customarily anchoring in Clarence Bay opposite the town, on the northwest or lee side of the island in 10 to 11 fathoms of water. Supplies are transshipped to lighters, and landed at the small pier-head.

Clarence Bay is subjected to heavy surf, called rollers, which may at times prevent small boats from approaching alongside the wharf. However, landings can be made at all times except when south-west rollers are running. These occur primarily during the period May to November, but never for more than a day or two. The anchorage is not subjected to these rollers and vessels may unload to small boats and lighters at all times.

Other than at Clarence Bay, landings may be made on two other beaches, where no facilities exist. For full details, see pages 359-365 "Sailing Directions for the South-west Coast of Africa", published by the Hydrographic Office, U. S. Navy Department, 1932.

Dockage facilities at Georgetown consist of a concrete wharf, approximately 70 feet long, with a depth of 10 feet of water alongside. A 20 ton steam crane in good condition is mounted on the seaward end. This crane has been tested to 25-ton, 5-ton above its rated capacity. The boom is approximately 30 feet long, fixed to permit a clearance from fall to pier of 24 feet. Fuel consists of pressed coal briquettes, of which one month's supply is available on the island. In addition to the crane, there is a transporter of 1-1/2 ton capacity which is now used solely to lower small boats into the water.

The lighterage fleet consists of four cargo lighters, a mooring lighter, and a 75 H.P. gasoline-propelled motor launch. All are in serviceable condition. The dimensions of these lighters are given below:

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DIMENSIONS OF LIGHTERS AT ASCENSION

	Mooring Lighter	No. 6	No. 7	No. 9	No. 10
Length overall	42'0"	41'6"	36'0"	41'10"	36'0"
Length inside	41'6"	39'9"	33'8"	39'10"	33'8"
Beam overall	13'3"	13'4"	12'8"	13'9"	12'8"
Beam inside	11'10"	12'1"	11'6"	12'10"	11'6"
Depth inside	6'2"	6'3"	5'2"	4'10"	5'2"
Draft bow	3'2"	2'7"	2'0"	1'6"	2'0"
Draft stern	3'3"	2'8"	2'0"	1'8"	2'0"

It appears that the available lighterage fleet should be supplemented in order to permit increased movement through the port. At least one launch of 95 H.P. and four 60-75' cargo lighters are needed. In addition, two Eureka-type landing boats for dispatch of personnel and materials to the beach independently of the pier should be provided.

From the pier head to the airdrome site, an approximate distance of 3 miles, it will be necessary to widen and straighten the existing road. Initially minor grading only will be needed, work which can be performed by a bull-dozer and a patrol grader. Later, to reduce dust, it may be desirable, especially within the town, to provide an oil treatment.

Within the airdrome site, construction and minor access roads will be needed, but all can be readily built by machinery.

10. Communications.

Ascension is one of the principal relay stations in the empire network of Cable and Wireless, Ltd., with direct cables to London and principal cities of Africa and South America. Radio station Z.B.I. is maintained for communication with ships of the Union Castle Mail Steamship Company; it transmits on a frequency of 500 kilocycles, with a wave length of 600 meters. The transmitter is inadequate, but the new one, on order for two years, has been each time requisitioned by the Navy prior to shipment.

The British Navy maintains a radio detector and direction finder station in addition to the commercial facilities given above. However, independent radio equipment should be provided for any airdrome established here.

11. Labor Supply.

There is no excess labor supply at Ascension. All laborers, including domestic servants, are of a mixed race, from the nearby island of St. Helena. They come out on definite contracts, being generally quartered in the old marine barracks. Only employees of long standing can bring wives. Due to the war-time boom in St. Helena, excess labor is not available.

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It should be mentioned that these natives do not consider themselves black, and resent being so classed. Serious difficulty was experienced previously in importing black labor to work with them, so that the present policy is to discourage bringing any Africans to either island.

The natives are generally small in statue and not capable of excessive exertion. All speak good English and are proud of their British citizenship.

12. Recreational Facilities.

Recreation facilities are strictly limited. Cable and Wireless, Ltd., maintains two tennis courts, a badminton court, and a salt-water swimming pool for its employees. There is also a sound equipped motion picture theater of limited capacity where pictures are shown every two weeks. The white employees, the Navy, and the native laborers each have a small club; liquor is plentiful and cheap as this is a free port, but is not sold to the native laborers or enlisted personnel of either service.

Swimming at the few beaches is hazardous due not only to the strong undertow, but to sharks. Sport fishing is excellent, but is also curtailed by lack of boats. In addition, due to the prevailing off-shore wind, a motor breakdown is serious; present regulations prevent fishing unless two native oarsmen accompany each boat.

Several rest cottages are maintained on Green Mountain. The climate here is about ten degrees cooler than at Georgetown and much damper. A grate fire is welcome at night even in the summer.

13. Climate, General Health, and Sanitation.

Ascension Island is one of the most healthful spots in the world. In spite of its position 8° south of the equator, it is cooled by the prevailing southeast trade winds, having a mean range of temperature of from 70 to 90 degrees, Farenheit. The maximum and minimum temperatures for the last few years were:

GEORGETOWN

	Minimum	Maximum
1938	63	91
1939	70	90
1940	73	89

Sickness is nearly unknown, there being no record of common colds until the recent arrival of the armed forces. Venereal disease is likewise limited to chronic cases among the military establishment. Effort is being made to have these men sent home in order to prevent any possibility of contamination.

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Water-borne sewerage is unknown, all toilets being of the earth closet or pail type. In view of the dry climate, this is satisfactory. Any water-borne sewerage would have to employ salt water, due to the lack of fresh water.

Insect pests are limited to the common fly and mosquito. The latter is very rare, but is of the type which can transmit yellow fever. However, no case has been known to originate on the island, although many died from this cause when brought here for treatment in the last century.

14. Defenses.

From 1815 until 1922, Ascension was a naval establishment, garrisoned by marines. Two bastion type forts were placed each side of the pier, with a heavier battery installed half way up Cross Hill. These fortifications were obsolete prior to the World War, so that a few modern naval guns were installed in 1914. These were removed in 1922, when the island was abandoned by the Navy.

Present defense of the island consists of a battery of two 5.5 naval guns, on pedestal mounts, located half way up Cross Hill. The depression range finder is graduated only to 10,000 yards, although it is believed the guns can fire farther. One gun only can fire on the north to include English Bay. In turn only the south gun can fire as far south as Southwest Bay. An observation post, manned at night only, has been installed on South Gannet Hill; it is connected to the command post by a field telephone wire laid on the ground for the entire four miles. The entire force consists of one officer and about fifty enlisted men.

A local defense force has been organized by the Resident Magistrate from the native laborers. It consists of three white and about thirty natives armed as infantry.

The naval establishment of 20, commanded by a Warrant officer, is on communications duty only. The personnel have only rifles and side arms.

15. Birds.

Ascension Island is a rookery for countless thousands of birds. These are mainly "wide-a-wake" Terns who come to the island each year about October 15th and remain until about February 15th. They mate and the female lays one egg on which she sets at once. If this egg is taken she will lay another and another until she hatchs one fledgeling. The nesting birds are all together, facing into the wind, and are not disturbed by the presence of humans.

The nesting places are near the shore and none of the birds nest on Southwest Plains where it is proposed to build the airdrome.

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Engineering Survey

16. Maps and Drawings.

The general location of the proposed airdrome is shown on Hydrographic Chart No. 538. From a map study, it appeared that an airfield might be constructed in the area north of Georgetown. Upon investigation, this area was found to be extremely rough, broken by several lava ridges, and gullies. No possibility of use was evident.

The final location selected is shown on the attached sketch entitled Appendix C. Data for this sketch was obtained by running profiles of each runway, with selected cross profiles, and bearings on principle points. It is a reasonably accurate representation of the actual ground forms. Further details are shown in the Photographs, Appendix B.

17. Meteorological Data.

There is no daily record maintained on Ascension, either wind direction or velocity. Search of Admiralty records on file, and discussion with old employees of the company, indicate that the southeast trades are remarkably steady, having an average velocity of 18 miles per hour, with an annual variation of 4 degrees either way. For not more than 20 days each year, a gentle hot breeze from the northeast may prevail for an hour or two. There is no record of cyclonic storms or of fog.

Rainfall on Southwest Plain is extremely light, averaging well under 5 inches per year. Only on Green Mountain are there any clouds, as here the rainfall will average about 25 inches. Mars Bay adjoining Southwest Plains was selected as the site of important astronomical observations due to its unrestricted visibility.

RAINFALL	Georgetown	Green Mountain
1938	3.4	27.8
1939	1.7	26.4
1940	5.8	25.1

18. Hydrological Features.

There is no record of severe floods, although the presence of dry stream beds indicate an occasional heavy surface run-off. Generally all water is immediately absorbed into the ground. Only one person now on the island had any recollection of a rain sufficient to cause water to flow in these streams.

19. Expansion Possibilities.

To provide for future expansion, for camouflage, and dispersion, the entire area indicated on the sketch Appendix C should be acquired. Should necessity arise, the runway could be lengthened to 7,000 ft., and

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an adequate building and dispersion area remains for all other use. However, the Board considered the immediate problem to be the obtaining of an adequate war-time staging airdrome in the minimum time.

20. Landing Field, Runways, and Taxiways.

Two runway locations at Southwest Plains, as shown on Sketch, Appendix C, were studied. Runway "A" is superficially easier to construct, but has an economical length of approximately 4,000 feet only, with little possibility of future expansion. It has the serious disadvantage of being at an angle to the prevailing local wind which would strike an airplane on take-off just after it passed between Round Hill and Saddle Crater. This location was rejected by the Board and will not be considered further.

Runway "B", the final location selected, is directly into the prevailing local wind, and aircraft at take-off are subjected to no cross winds from the volcanic cones at the end. This runway should be initially 4,500 x 150 feet, with shoulders 50 feet wide. The runway has a general up-grade of one percent. The transverse crown recommended is 18 inches, the shoulders being included in the total width for grading purposes.

From the vicinity of the two ends of the runways, a taxiway should be built to the dispersal areas. This taxiway will also act as a road for servicing vehicles delivering supplies to the aircraft at their dispersed locations. The taxiway should be of the same construction as the runway, with a width of 50 feet and transverse crown of 4 inches.

Dispersal points for not less than 40 aircraft should be provided; these can be double revetments for 26 pursuit planes and single revetments for medium bombers. In many instances these revetments can be cut out of the hillside.

Except for the runway, shoulders and taxiways, the remainder of the plain will be left in its natural condition. Every effort should be made to prevent undue disturbance of natural conditions in order that camouflage may be easier and more effective.

The standard clearance of 750 feet from the center-line of the runway to the nearest obstruction should be waived, as this cannot be met by any economical means either at this site or anywhere else on the Island. The obstructions all occur at the south end of the runway. To the extent necessary to obtain fill, the west cone would be cut back; eventually it could be eliminated if time permitted.

21. Building Areas.

The building area is indicated in attached sketch, Appendix C. This area fits in well with any camouflage scheme as buildings placed here, properly colored, would be practically invisible from the sea or air. This area permits the shortest utility layout, and shortest haul for materials from the pier-head.

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22. Obstructions.

All obstructions are indicated on the attached sketch, Appendix C. No obstructions are at the north or landing end. At the south end, Runway "B" passes between Round Hill and a small crater (mud crater). This latter can be materially cut down, and eventually removed, if time and money are available. Both Round Hill and South Gannet Hill will remain, but neither are on the direct line of flight, nor do they contribute cross winds. Neither can be removed or cut back by any economical methods.

Another possible obstruction exists in the presence of countless terns which nest in great numbers on the end of "Wideawake Fair", between South Gannet Hill and Booby Hill. Although these birds are extremely tame and unafraid of man, upon being continuously disturbed, they change their nesting ground. Thus formerly they nested on Southwest Plains, but left when the automobile road to Mars Bay was opened. A detail firing blank ammunition, fireworks, etc., continuously at the onset of the nesting season would undoubtedly succeed in driving birds to quieter areas.

23. Topography.

The general topography of Ascension Island has been previously mentioned. Southwest Plains is a volcanic cinder plain approximately 250 feet above the sea, sloping generally upward, from north to south. The southern edge is ringed by extinct volcanic cones.

Except for the obstructions at the end, the site is exceptionally good. Grading is relatively easy as the plain has a uniform slope, and the material is non-cohesive. A runway 3,000 feet long could be obtained in a few days by simply dragging the surface, but should be given a protective coating to hold down the dust.

24. Soil Investigation.

Soil samples were taken at four locations and forwarded to the Bureau of Public Roads for analysis; the reports of these tests will be incorporated, when received, as Appendix E. These samples were taken at depths up to 8 feet, and all revealed a uniform type of well-compacted volcanic cinder. Loaded automobiles and trucks drove all over the plain without difficulty.

Subject to confirmation by the detailed analysis, it is the opinion of the Board that this material can be stabilized by an asphalt binder to form a dust-free runway for the heaviest aircraft. With a natural sub-grade of such excellent bearing capacity, an asphalt-macadam runway can be readily constructed either by mix-in-place or by penetration methods, using a cut-back asphalt of medium viscosity, penetration 120-150. Due to dry air and fairly dense subgrade, M.C.-2 or MC-3 should be suitable for the wearing course, and R.C.-5 for the seal coat. The wearing course should have not less than 2 gallons of asphalt per square yard, applied in two applications, and the seal coat approximately 0.4 gallons per square yard.

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25. Grading.

As previously stated, based on topography taken in the field, the Board recommends a general up grade of one percent from the north approach to the south take-off. The major items of grading occur at the ends. Without attempting to remove or cut back obstructions, the yardage required to bring the runway, including shoulders, to grade is estimated to be 93,310 cu. yds. of fill and 106,400 cu. yds. to be removed.

For taxi tracks and dispersed standings, it is estimated that the grading will be inconsiderable.

Grading in building requirement will be slight, as it will merely suffice to place the buildings in the level areas. However, roads throughout the airdrome, including the access road from the docks, will require a total grading of less than 10,000 yds.

26. Drainage.

Due to natural conditions existing at the site, drainage is a simple problem. Not only is the soil porous, but with an annual rainfall under 5 inches, floods are unknown. Initially no longitudinal drainage need be installed to take care of surface run-off. If at a later date the shoulders are incorporated in a widened runway, shallow surface drains can be made by dishing the last ten feet of the surfacing to a depth of 4 inches. These longitudinal drains would empty into the gully approximately 700 feet from the approach end of the runway.

To take care of the possible flow in this dry wash, based on the size of the existing gully, the Board recommends the installation of five 24 inch concrete or corrugated iron culverts under the runway when it crosses the wash.

Sub-surface drainage is not needed, as the only ground water is at sea-level, 260 feet below the level of the plain.

27. Surfacing.

The type of surfacing has been covered briefly in the foregoing paragraphs.

a. As far as a sub-grade is concerned, it is the engineering judgment of the Board that this compacted, homogeneous, non-cohesive, evenly-grained sub-grade of volcanic cinders has a load bearing capacity sufficient to take the heaviest of modern aircraft.

b. A load requirement up to 200,000 pounds on 1,200 square inches of tire surface has been considered in determining the suitability of sub-grade.

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c. Considering the airdrome as a military air base, the relative permanence of buildings, utilities, storage, etc., when weighed against this proposed asphalt macadam type of surfacing is quite comparable. Maintenance and repair costs would be low, consisting merely of adding more asphalt and more cinders.

d. Several types of runway surfacing were considered before a decision was reached in favor of asphalt macadam. Concrete, either reinforced or unreinforced, was rejected for several reasons: expense, superior sub-grade, necessity for the use of salt water, and finally, difficulty in pumping sufficient mixing water 250 feet from sea level. Cement stabilization was rejected because of the difficulty with mixing water, the unnecessary work involved in windrowing and scarifying, and finally the very probable loss of much cement by blowing away due to high prevailing winds. A transportable steel runway was not considered favorably because of high shipping weights, excessive cost, and the presence of dust and chips which would be quite injurious to airplane motors and propellors. Any type of plant mix or road mix asphalt was rejected due to the extra and unnecessary work of machine or ro d mixing, windrowing, scarifying, blading and compacting. An emulsified asphalt was not used because of the extra ingredients and plant required and also the ubiquitous difficulty of water supply. Therefore it was finally decided to use a cutback asphalt as heretofore described.

e. The runway as designed here is sufficient to take care of the immediate and also future traffic and load conditions.

f. Rainfall and other meteorlogical conditions are not such as to interfere with or affect the life or serviceability of the runway.

28. Water Supply.

Water supply is a vital problem at Ascension Island. Apart from the limited quantity obtained by saving all the run-off from the roofs of buildings, the entire supply is obtained from a catchment area on Green Mountain. With the present population, this supply is taxed to the limit, local inhabitants at present existing on 3-1/2 gallons per day. No further increase in population of the island could be supported by the existing sources. Attached hereto as Appendix B is a monthly record of the water level in the catchment reservoir for the current year.

Although an additional catchment area could be created on Green Mountain due to the light rainfall, an assured supply for the airdrome could not be obtained. In addition it would involve the laying of from three to four miles of pipeline over difficult terrain. No springs exist and all attempts to drill deep wells have been unsuccessful.

The only feasible source of water in the opinion of the Board is the distillation of sea water. Evaporators run by fuel oil are needed; two units should be furnished, each alone capable of furnishing approximately 12,000 gallons per day, the estimate need based on 20 gallons a day for 600 men. The large excess capacity is justified by the fact that the successful operation of the airdrome will depend upon adequate water.

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It is planned that the two distilling units will be placed approximately 200 yards apart on the beach level near the white hut at Southwest Beach. The units would have ample water for cooling purposes, and be accessible by a trail from the bluff near the end of the runway. An auxiliary pumping plant on the same level will take the fresh water from either evaporator and pump it to gravity tanks located north of the building area. Initially wood stave, steel or similar portable tanks of approximately 12,000 gallons are necessary. When time permits, a larger sunken reservoir of 100,000 gallons can be constructed. From the reservoir area, distribution will be by gravity line laid on the surface except where crossing roads.

29. Sewerage.

Due to the dry climate, porosity of the soil, and lack of water for water-borne sewerage, the Board recommends pit-type dry hole latrines exclusively. These latrines should be screened throughout.

30. Power Supply.

The limited local power system is already overtaxed and no excess is available for any purpose. All power needs for the airdrome must be met by bringing in generators of the required capacity. Although the exact needs cannot be known at this time, the Board believes that 100 K.W. capacity should be provided, preferably by two identical gasoline-powered units of 50 K.W. each. For work during the construction period, additional smaller units will be needed, of 5 K.W. capacity.

In connection with the question of power, the Board recommends investigation of commercial windmill for generation of power. With a constant and strong wind, the Board believes that usable power can be obtained at small cost in the long run.

31. Housing Facilities.

As heretofore recommended, the Board believes that until the completion of the runway, buildings should be limited to headquarters, mess hall, operations building, shop and maintenance buildings, power plant, water plant, post exchange, and 10,000 square feet of warehouse. During this period, all personnel would sleep in tents.

After completion of the runway, housing for permanent and transient personnel can be erected. The Board recommends that these be of mobilization type, prefabricated into square floor, side and roof sections. Buildings should be screened and placed in dispersed company groups, groups not closer than 150 yards with a distance of 50 feet between buildings in the same group. Buildings should be camouflaged by being painted in dull grays and browns.

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32. Gasolene, fuel oil and lubricants.

Due to transportation and wharfage facilities, the provision of gasolene, fuel oil, and lubricants will be difficult. Initially supply must be in drums, but the Board recommends that bulk storage and facilities for shipment by tanker be provided as rapidly as possible. Ultimately storage for 1,000,000 gallons of aviation gasolene, 50,000 gallons of vehicle gasolene, 100,000 gallons of fuel oil, and 10,000 gallons of lubricating oil is recommended. Storage would be divided equally between the airdrome area and the beach-head except for aviation gasolene for which 750,000 gallon capacity should be at the beach-head. Lubricants can be stored in drums, the other fuels in tanks of standard design, either metal or reinforced concrete. No diesel storage is recommended as after the construction period, gasolene-powered machinery only will remain.

To facilitate the use of tankers, a strong barge should be moored with 2-4 anchors in deep water in the anchorage area to serve as one end of a flexible pipe-line laid on the bottom. Using flexible hoses between the barge and tanker, liquids could be pumped to the storage units. These tanks should be dispersed around the bottom of Cross Hill, placed underground in the slopes of the hill by cut and cover methods. From these bulk storage units, assisted by auxiliary pumping stations, liquids can be pumped to the airdrome storage units. Except in the vicinity of the tanks, this line could be laid on the surface of the ground. Airdrome storage units would conform to present standards, using the water-displacement system for gasolene storage.

33. Cold Storage.

As no cold storage is available, it is essential that self-contained refrigerating units be provided to take care of the normal garrison. Assuming that 10 cubic feet per man per 60 days is satisfactory, 6,000 cubic feet of refrigeration is necessary. Six standard units of 1,000 cubic foot capacity each dispersed for protection will be satisfactory.

34. Bomb Storage.

No bomb storage is initially planned, but, if needed adequate area is available on the south side of the site as indicated on sketch, Appendix "C".

35. Construction Materials.

No construction materials, other than lava rock, are available on the island. This material is generally porous and of low compression strength. A few plugs of a dense obsidian glass are found, but not in sufficient quantity for large scale work.

The stabilization properties of the soil at the airdrome site have been previously discussed.

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36. Camouflage and Dispersion.

Through this report the Board from time to time has mentioned camouflage and dispersion in connection with specific facilities. Even where not specifically mentioned, it is intended that definite thought be given to these methods and other methods of passive protection. This airdrome is isolated and inaccessible; even the most trivial damage may be serious. The use of heavy bomb-resistant construction at this location would not only interpose an unsupportable burden upon transport, but would delay completion; the only argument that can be advanced against camouflage, dispersion and duplication where applicable is the minor operational inconvenience of having facilities separated. The minor additional cost of giving added protection by these simple means is considered amply justified.

Engineer Plan of Operation

37. General.

As stated previously, the purpose of this Board as defined in the appointing orders was to conduct a physical survey of airdrome and communication facilities on Ascension Island. Thus all information acquired could be embodied in a Site Report which would give the essential facts sufficient for an engineering decision. However, due to the inaccessibility of the Island, and the known urgency of the construction, it was most probable that detailed plans would have to be formulated based upon this report. Thus engineers would be confronted with the task of procuring materials, supplies, and equipment, and planning the organization of the job based on information herein contained. Accordingly, attempt has been made not only to report facts as seen, but to some extent indicate a decision based upon these facts, as interpreted by detailed knowledge of the site. Appendix F herewith is an Engineer Plan of Operation which visualizes the methods of carrying out the detailed scheme for the airdrome as recommended by the Board.

38. Summary.

Summarizing the proceeding, the Board finds that

a. A modern, war-time dispersed airdrome can be constructed on Ascension Island, with a runway 150' x 4,500' into the prevailing wind.

b. The location is accessible only by ship, with limited port facilities; difficulty from rollers in the roadstead is not severe.

c. No construction materials, labor supply, water, food, or other local resources suitable for use either during construction or operation exist, and that all supplies of whatever nature needed must be shipped.

d. Climatic, metsological, hydrological, general sanitation and health conditions are excellent.

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e. The general topography at the site is satisfactory except for volcanic cones which create some obstruction hazard on the sides.

f. Difficulty from tropical nesting birds is not a serious problem.

g. The soil at the site provides a superior sub-grade, and is capable of rapid stabilization by simple methods. A penetration surface macadam is indicated.

h. Grading is not excessive and can be readily performed by machinery.

i. The minimum facilities required for an operational airdrome can be constructed in approximately six weeks.

39. Estimate.

In preparing an estimate of cost, the Board was aware that actual expense would have little bearing on the justification of this project. So many uncertainties are involved in carrying out a construction job during wartime, at such a distance, that the estimate can at best be approximate. Accordingly, the following is an estimate of the cost of the proposed airfield, based upon the recommendations already made:

(See following page)

40. Recommendation.

It is recommended that an airfield be constructed on Ascension Island on the site selected by this Board.

Rudolph E. Smyser, Jr.
Maj., Corps of Engineers.

Philip G. Kemp,
Lt. Col., Air Corps.

Kenneth E. Madsen,
Capt., Corps of Engineers.

Harold B. Willis
Major, Air Corps.

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ESTIMATE

Item	Number	Unit Cost	Total Cost
Aviation Gasoline Storage	1,000,000 gal.	30¢ a gal.	$ 800,000
Q.M. Gasoline Storage	50,000 "	40¢ a gal.	20,000
Fuel Oil	100,000 "	20¢ a gal.	20,000
Lubricating Oil	10,000 "	20¢ a gal.	2,000
Grading runway, etc.	300,000 cu. yd.	50¢/cu. yd.	150,000
Paving runway, etc.	400,000 sq. "	1.50 per yd.	600,000
Electric power - 50 k.w.	2	$12,500	25,000
Electricity distribution	1	$10,000	10,000
Water supply	1	$25,000	25,000
Water distribution	1	$15,000	15,000
Cold storage	6	2,000	12,000
Nose hangar (Waller Field Type)	1	30,000	30,000
Housing	600 men	$350 per man	210,000
Roads (no paving)	6 miles	$10,000 per mile	60,000
Lighters (10 cu. ton)	4	$3,000	12,000
Motor Boats	3	$8,000	24,000
Laundry Equipment (350 men)	2	$15,000	30,000
			$1,965,000
Special transportation costs at 20%			390,000
			$3,355,000
Contingencies 15%			502,000
			$3,857,000

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FEB 3 1942

Feb 3, 1942

AAF/A-3T3/60-3

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: Construction of Airfield at Ascension Island.

I. Discussion.

1. A survey has been made at Ascension Island which indicates its suitability for the construction of an airfield thereon. This will permit the ferrying of medium range aircraft between Natal and Africa.

2. Information has been received that diplomatic authority has been granted by the British for the construction on the Island and that formal authority will be received shortly.

3. The Navy has requested that provision be made by the Army for facilities on Ascension Island for one Navy patrol squadron, consisting of approximately twelve airplanes (amphibian or landplanes) and 250 men.

II. Action Recommended.

The Secretary of War directs that:

1. The Chief of Engineers construct at the earliest possible date on Ascension Island, in collaboration with the Chief of the Army Air Forces, an airfield and the necessary technical and housing facilities for the ground and air garrisons (including facilities for the air units of the Navy). Information as to the size and composition of forces authorized for the defense will be furnished by separate letter.

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2. Funds for construction at Ascension Island will be made available by the Chief of the Army Air Forces from funds now available to the Chief of the Army Air Forces. Reimbursement will be made by the Navy for expenditures on construction for their use.

3. The Adjutant General informs all the Divisions of the War Department General Staff, the Chief of the Army Air Forces, the Chief of Engineers, and the Chief of Naval Operations, of action taken in paragraphs 1 and 2 of Section II above and that the code name of this project has been designated as "Agate".

III. Concurrences.

A. C. of S., WPD ( )

A. C. of S., G-4 ( )

For the Chief of the Air Staff:

E. A. Craig,
Colonel, AC,
Acting Asst. Chief of Air Staff, A-3

RECOMMENDATION FOR RECORD: In accordance with letter AG 210.68(11-5-41), dated December 6, 1941, two Air Corps officers and two Engineer officers made a survey of Ascension Island December 25-27, 1941, and reported the feasibility of establishing an airfield on the Island. The Air Corps Ferrying Command is pressing for the development of this field to permit the ferrying of medium range aircraft across the South Atlantic. On January 20, 1942, a directive was issued by the Secretary of War to the Chief of the Army Air Forces to make the necessary plans immediately to have an airfield constructed on Ascension Island and provide for the proper protection thereof. Funds are available to the Chief of the Army Air Forces under appropriation, "Defense Aid, Aircraft and Aeronautical Material, 1941-1943", Project 170.

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Air AG 686 Ascension Isl

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Feb. 3, 1942

Proj. No. 48

Mr. Lovett called for Maj. Taylor for information on Ascension Island. The purpose and status of the project was outlined. Action paper went to the Ch. of Staff this AM. which had been concurred in by WPD and C-4, requesting that the Chief of Eng. be directed to start construction immediately. Mr. Lovett was anxious to know what the Navy's interest in the matter was and was informed that the Navy wished to place one land base patrol squadron at Ascension; that agreement in the form of a Memo. rather than Joint Bd. action was being based on Joint Bd. action at Kodiak Island. The Navy objected to one par. of this and General Harmon refused to change the original document. Mr. Lovett stated we must stand on the original agreement, but if the Navy insisted on reopening the discussion then he would insist on reopening Kodiak and other agreements. Mr. Lovett called attention to the history of Moffett Field, Ford Island, North Island, etc., in which we had given the Navy a foothold and eventually lost the base.

Mr. Lovett is interested in giving every protection possible to Ascension Island; due to the small number of troops it will accommodate, he wants all possible equipment. He is anxious to have the place properly camouflaged, make smoke available if desirable, and make as many installations underground as possible.

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Appendix A - Looking toward Georgetown, Southwest Plains extreme left. (Note perfect volcanic cone in immediate foreground and U. S. ships in anchorage off Georgetown.)

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Appendix B

From takeoff end of Runway "A" at an angle of 30° showing hill which would be a hazard and make left turns on takeoff impossible.

From center of Runway "A" looking toward takeoff end. Line of stones indicates center line of runway.

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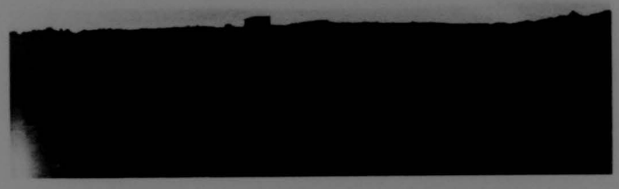
Appendix B



Approach end of Runway "B" taken about 75 yds. from where the runway should be started. End of runway to be at left of hut.

View of shoreline adjacent to Southwest Plains taken from Green Mountain. Note volcanic cone in center foreground. This picture same as one of those used in Appendix A taken from air.

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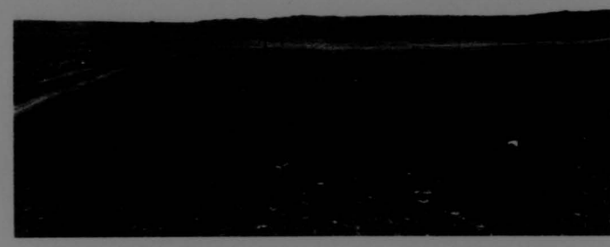

Looking toward approach end of runways; Runway "A" on right indicated by line of stones; Runway "B" left, crossing Runway "A" 100 yds. from point where picture is taken.

View of Southwest Plains area taken from Green Mountain, area being beyond Ash Hill shown in foreground.

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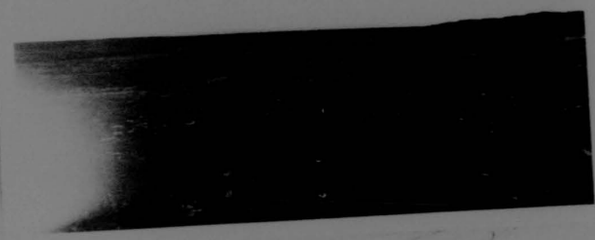

Taken from center line of Runway "B", 500 yds. from approach and looking toward approach end; dry wash to be crossed shown in immediate foreground.

500 yds. from approach end looking toward takeoff end of Runway "B".

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Appendix A - Looking from north toward Ascension Island, showing profile. (Georgetown on right of center; Green Mountain topped with perpetual mist.)

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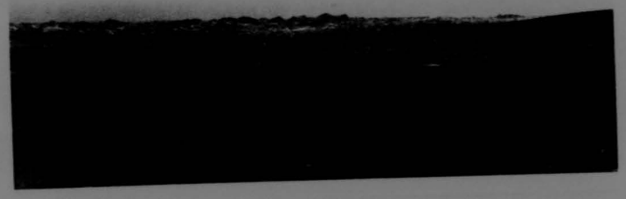

Runway "A" looking toward takeoff end from top of hump.

From takeoff end of Runway "B" looking over area for future expansion with a moderate amount of fill.

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Appendix B

From takeoff end of Runway "A" looking toward approach end. Line of stones indicates center.

Approach end of Runway "A" looking toward take off end.

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Appendix C

APPENDIX "C"

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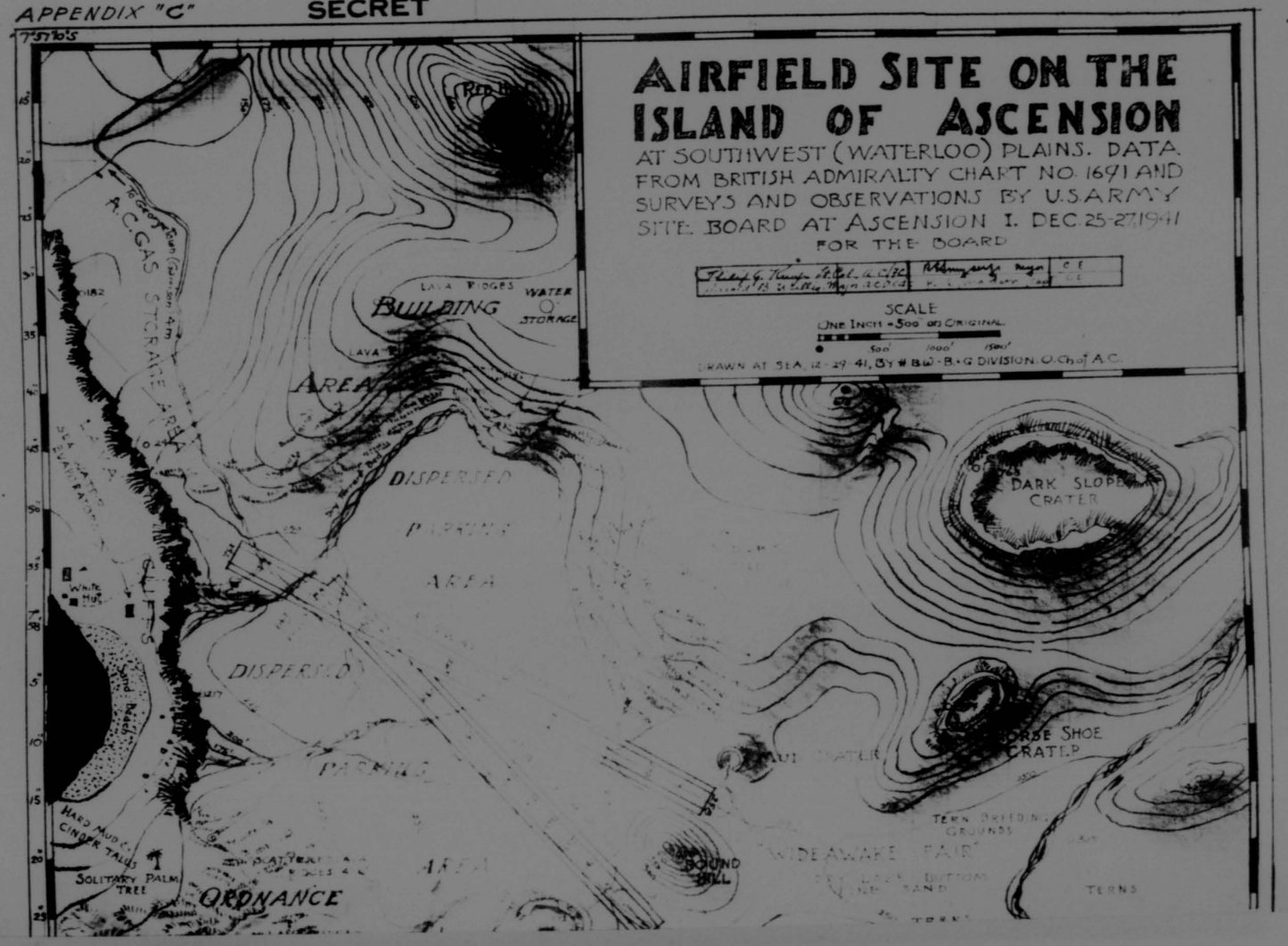

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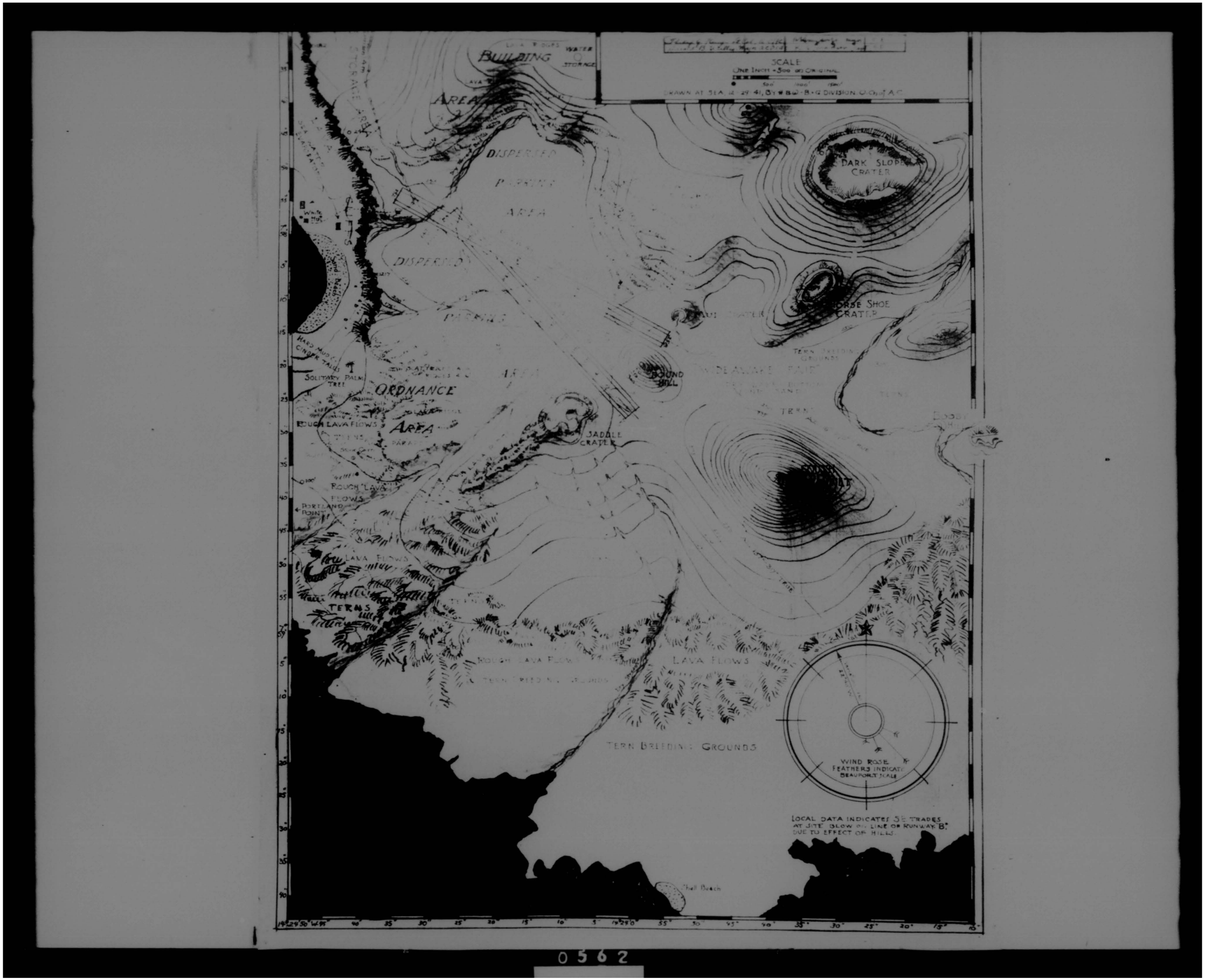

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Appendix B

Takeoff end of proposed Runway "A" showing Ash Hill to the left and rough lava flow to the right. This runway discarded because of fact it cannot be extended.

On side of Green Mountain at 2,100 ft. level showing constant mist over peak and wind mill that is used to lift all water caught in mountain site catchments to tanks so that it can flow down to Georgetown.

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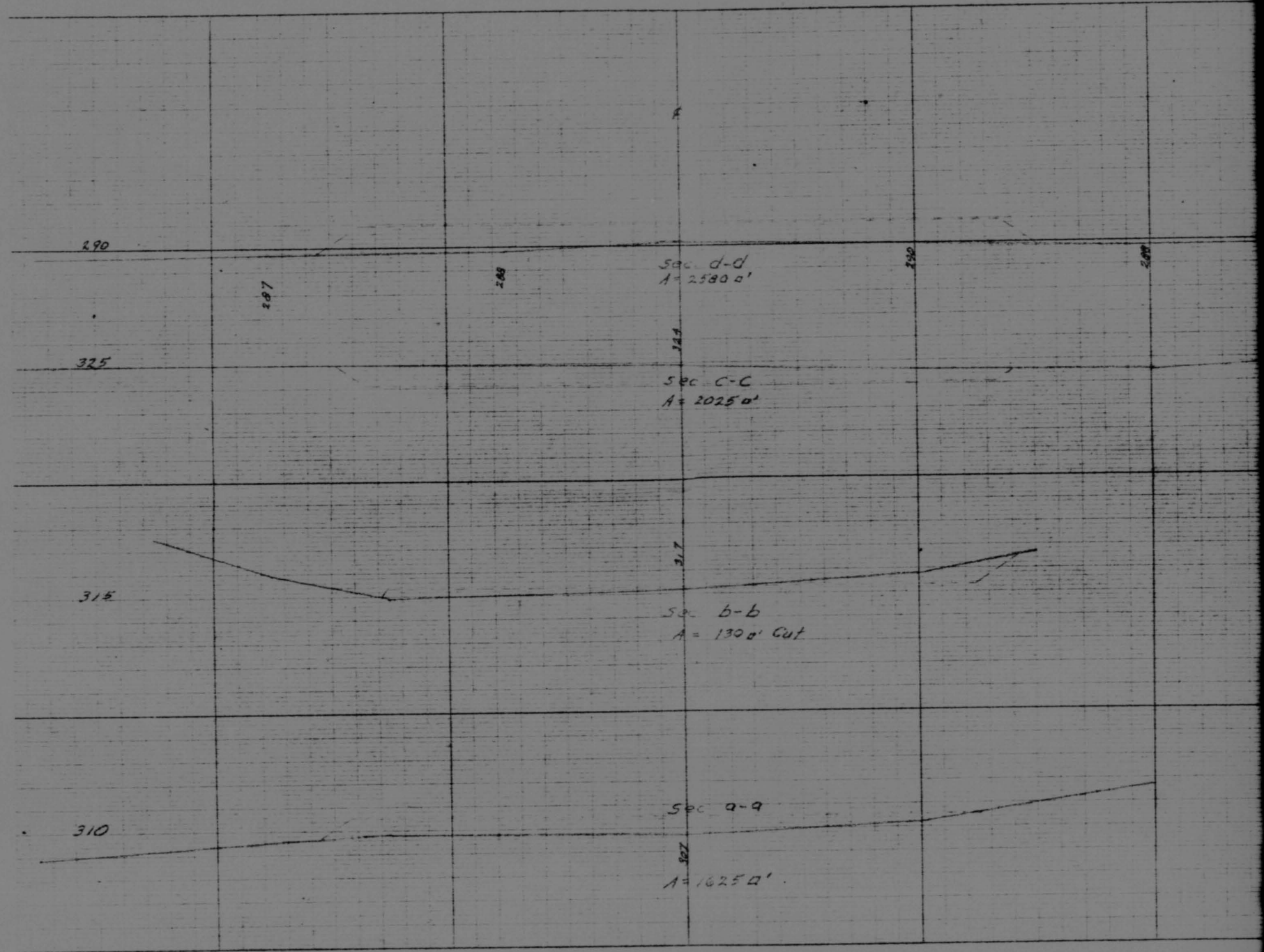

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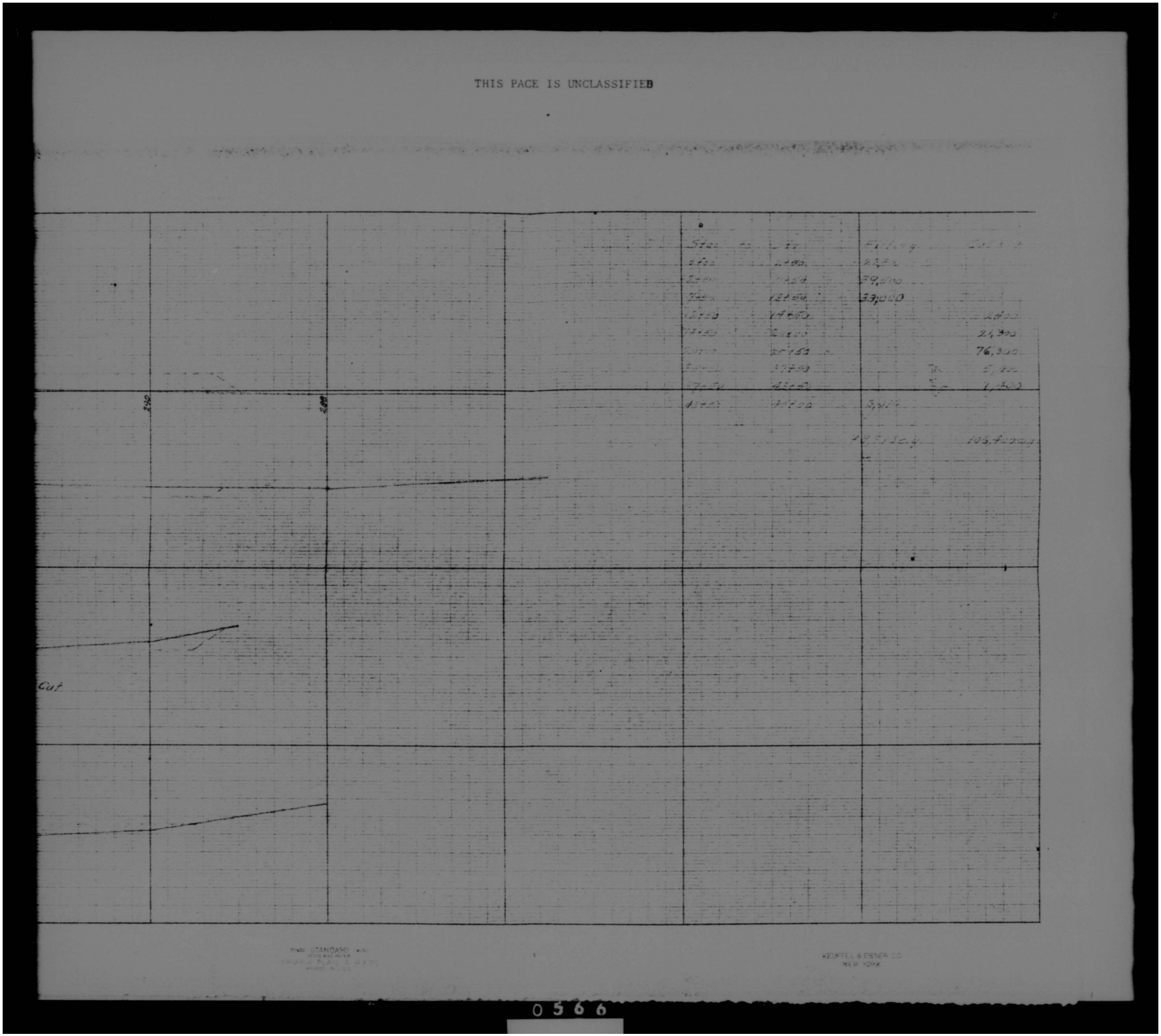

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WAR DEPARTMENT

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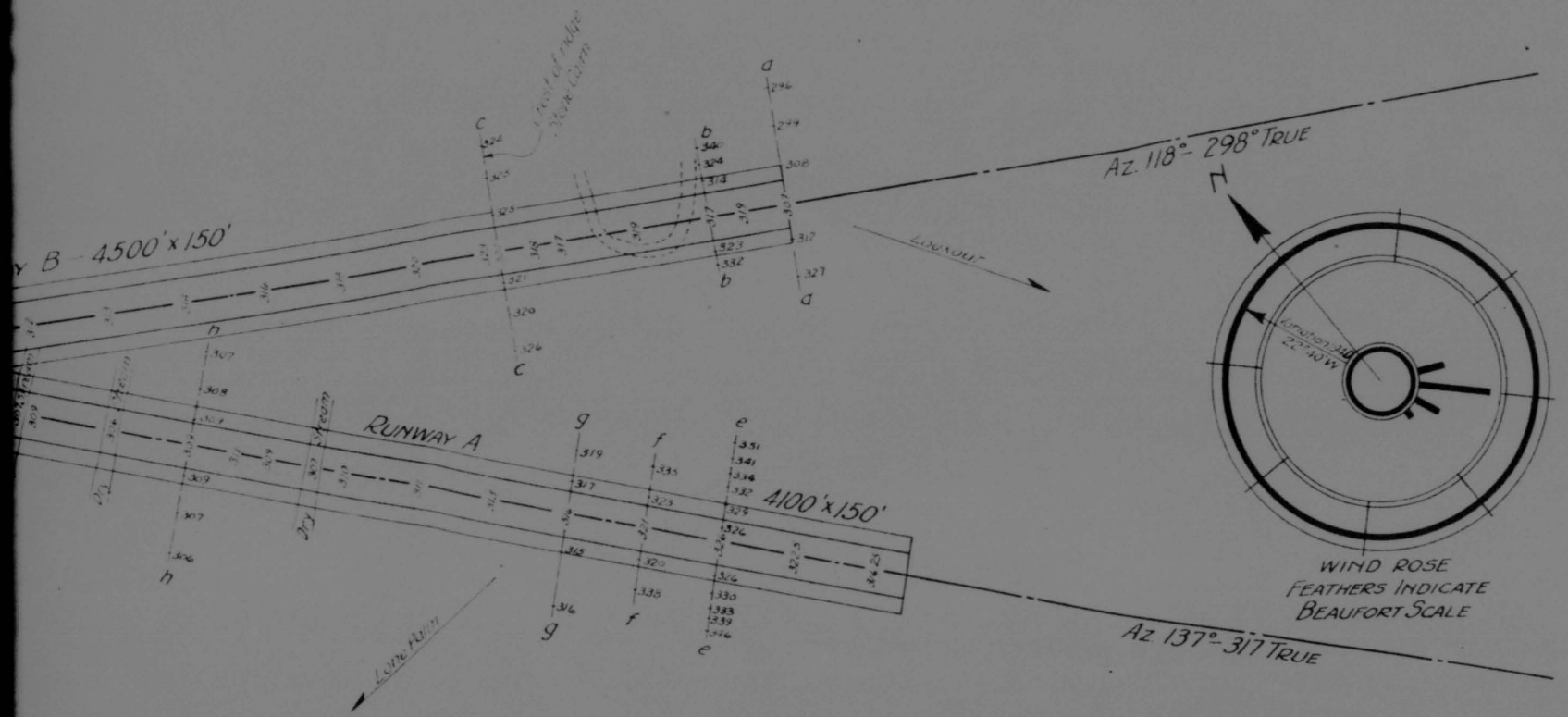
CORPS OF ENGINEERS, U.S. ARMY



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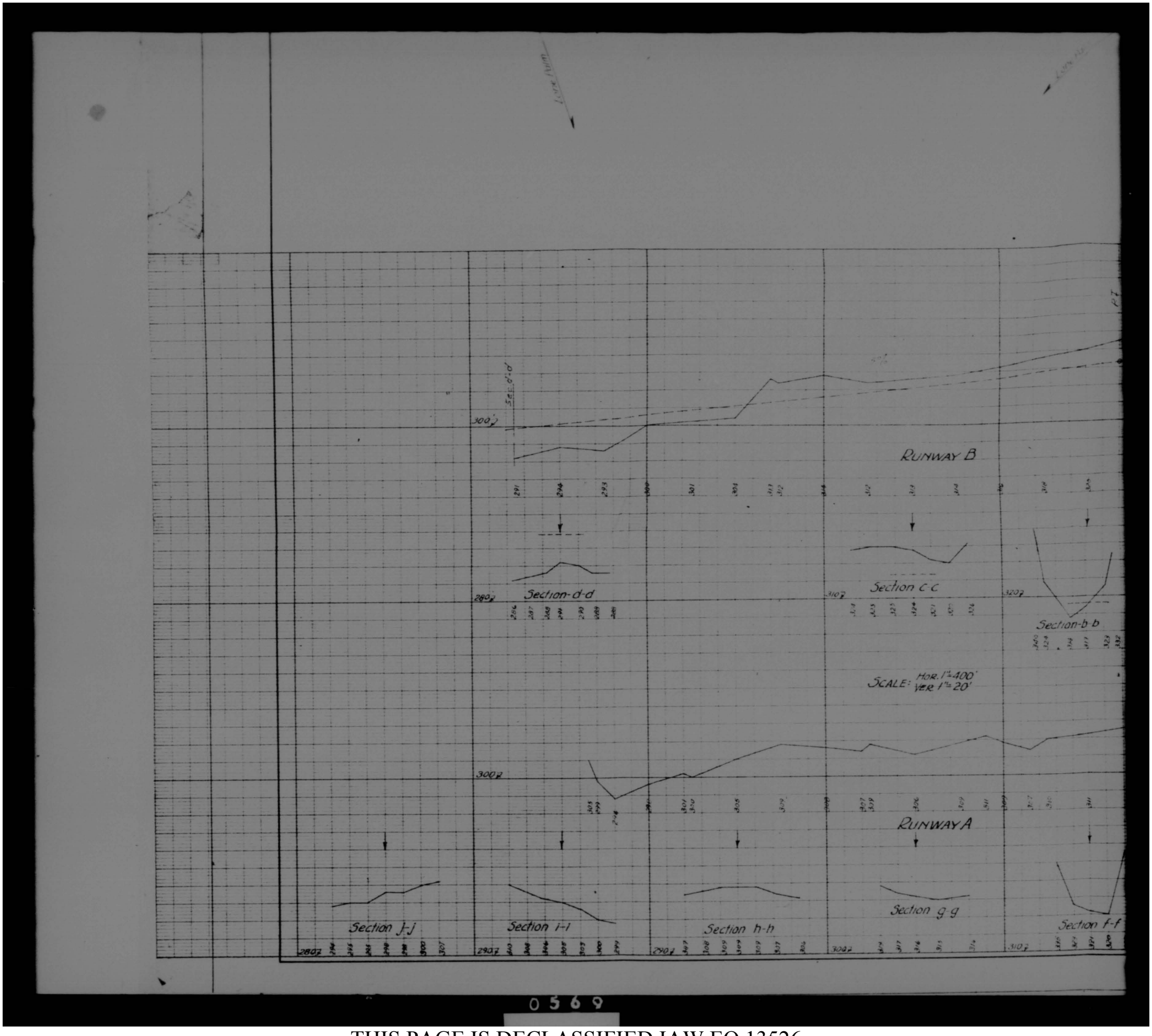

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BEAUFORT SCALE

Az 137°-317 TRUE

RUNWAY B

Section C C

Section b-b

Section a-a

SCALE: HOR. 1"=400'
VER 1"=20'

RUNWAY A

Section g-g

Section f-f

Section e-e

TRINIDAD DISTRICT

APPENDIX D

U.S. ENGINEER OFFICE, PORT OF SPAIN, TRINIDAD, B.W.I. JAN 2, 1942

FILE NO.	DRAWN	CHECKED	APPROVED BY:
	A.J.B.	R.H.B.	

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Appendix E

Water

Date 1941	Amount held in tons	Added Rainfall in m.ms.	Added Tons	Consumption	Remarks
1st January	2,787	59	161	182	Population varies with various arrivals and departures, say 250. In addition to usual needs, water is required also for cooling tanks, laundry, cattle, and cultivation.
1st February	2,766	18	40	162	
1st March	2,644	76	183	217	
1st April	2,600	53	94	194	
1st May	2,500	8	20	245	
1st June	2,275	21	45	160	
1st July	2,160	43	67	204	
1st August	2,023	86	140	137	
1st September	2,026	72	166	71	
1st October	2,121	102	178	190½	
1st November	2,108½	66	165	197½	
1st December	2,076	--	---	---	

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- Appendix F -

- Engineer Plan of Operation - 1/7/42

1. Personnel

The construction of this airdrome, including the facilities at the port, is considered to be a task for an engineer battalion (aviation) (separate) of 24 officers and 676 enlisted men, including attached medical. This unit has the personnel, equipment and training for this work. A smaller force could complete the job, but would take longer. In addition, being combat soldiers, this unit is equipped to defend itself and its installations until the construction work is completed and the engineers can be moved out.

2. The use of an engineer battalion would permit the following distribution of personnel to accomplish the work:

a. One Letter Company - in charge of lighterage service and operation of the port. Would also construct bulk storage units at port, rebuild and maintain access road to airdrome, and lay fuel pipe-lines. Due to black-out regulations two day-light shifts would be used.

b. One Letter Company - in charge of all building and road construction at the airdrome site. This would include housing facilities, water supply, cold storage, power plant, hangar, and all similar tasks. In addition, part of the personnel would perform guard duty, and man automatic weapons protecting the site. Two day-light shifts only on this construction would be employed.

c. One Letter Company - in charge of grading, drainage, and surfacing of runway, taxi-ways and dispersal areas. The unit would receive

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bulk of heavy equipment from the headquarters company. Three shifts would be used, with arrangement to extinguish all lights instantly upon warning signal. In six weeks the runway should be ready for limited use.

d. Headquarters Company - this unit would furnish the supervisory engineering overhead, operate the repair shop, coordinate supply, and to limit of its ability, furnish operators for equipment in use by letter companies. A specially organized survey party will be essential.

3. Equipment

Conditions at the site being known, all transportation and equipment in the engineer battalion, (aviation) is not needed. In addition, certain additional equipment is required. Tentatively, the division of the equipment is as follows:

a. Organic Equipment.

Item	No. to Go	No. to Stay
Compressor, air motorized	3	1
Disk harrow	1	-
Electric lighting equipment, 5 Kva	1	-
Distributor for asphaltic oils	1	-
Grader, road, leaning wheel	1	-
" , road, motorized	2	1
Mixer, concrete	2	1
" ,rotory filler	-	2
Plow, disk, heavy	2	1
" , tractor "	1	2

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Item	No. to Go	No. to Stay
Pump, centrifugal, 2"	2	-
" , diaphgram	-	1
Roller, rubber-tired	1	-
" , Sheeps-foot, triple unit	1	-
Repair units, models, AAB	2	-
Roller, tandem, 10 ton	1	-
" , 10-ton, 3-wheel	2	-
Rooter, medium	1	-
Scraper, 3½ cu. yd.	3	-
" , 8 " "	3	-
Shovel, gasoline, ½ cu. yd.	2	1
Shovel, push	-	1
Tank, 750 gal.	1	-
Tractor, medium, w/angledozer	3	-
" , 75 H. P. "	4	-
Tractor, rubber tired	3	-
Trailer, 8-ton	3	3
" , 15-16 ton	3	3
Trencher,	1	-
Welding, & cutting set, acetylene	1	-
Welding equipment, electric air	1	-
Well drilling equipment	-	1
Water supply equipment	1	-
Tank, asphalt storage w/heater	2	-

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Item	No. to Go	No. to Stay
Heater, asphalt, trailer, type	1	-
Asphalt repair equipment	1	-
Crane, tractor	1	-
Harrow, spike tooth	1	-
" spung tooth	1	-
Laboratory, field testing	1	-
Mixer, road materials	2	-
5 passenger sedan	-	1
Motorcycle, solo	15	6
Trailer, 1-ton, cargo	-	18
Trailer, tank, 250 gal.	7	-
Truck, ¼ ton, GP	4	-
Truck, ¼ ton, pick-up	4	8
" , ½ ton, command	-	5
" , ¾ ton, cargo	-	1
" ,1½ ton, dump	41	21
" ,2½ ton, cargo	-	2
" , 4-ton, cargo	-	3
" , 4-5 ton, dump	-	10
" , 6-ton, cargo	2	5

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b. Special equipment (additional)

Item	Number to Go
Distributor, asphalt	1
Roller, rubber tired	3
" , sheeps-foot, triple unit	1
Generators, 5 K.Va	1
" 2-3 Kva	2
Flood lights, electric	20
Tanks, water, 500 gal	3

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4. Construction features.

Prior to grading, an accurate but rapid topographical survey should be run to establish the ½ percent up-grade and to set the required grade stakes. A special party organized for this work can disembark first, and have the preliminary lines completed before equipment is unloaded.

5. The actual grading of the runway can be readily handled by wheeled-scrapers and angle-dozers.

6. As heretofore mentioned, the major portions of the grading will be near the approach and take-off ends of the runway. Starting at the approach end of the runway for about 1250 feet down runway, the problem is one of fill. Although the material can easily be borrowed on either side of the runway, it is planned to utilize some of the material from the central "cut" section. Carry-all scrapers will be used to move cut-material to the adjacent areas of fill, leaving the longer haul to be accomplished by power shovels and dump trucks. However, material would be borrowed when the haul for the waste cut material became too long.

7. For the central portion from the 1250' point to the 3750' point, the cut material will be removed either by carry-all scraper or by dump truck as previously mentioned. It is anticipated that some of this waste material economically utilized in the taxi-ways, particularly at the south end of the runway.

8. The last 750 feet of the runway is a special problem. Although there is excess cut available from the central section, all of this material will not be utilized. Instead, the bulk of the required fill will be obtained

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from the volcanic cones on either side of the runway at section B-B, in endeavoring to give the maximum possible with at this point. Neither the people or the cross-sections gave a true picture of conditions at this point, for the ground in this section is quite broken, and will require more fill than is indicated. However the small cone on the north side can be removed eventually, thus markedly improving the flying characteristics. A more accurate survey will undoubtedly move the center-line of the runway one or two hundred feet further north at this end.

9. In addition to the runway itself, there is also the problem of grading a taxi-way, which will also serve as an access road to aircraft dispersal points. The line of the taxi-way is crossed by a series of small gulleys for which small culverts are needed; 500 feet of 24 inch concrete pipe should be adequate for all crossings. The actual grading can be accomplished concurrently with that on the runway, possibly by two medium tractors with a blade grader.

10. Exclusive of the organic equipment of the aviation battalion, two sheeps-foot rollers are needed, one for each end of the runways. All fill should be placed in 6 inch layers, wetted, and compacted by the sheeps-foot roller. Sea water, sprayed from improvised water carts, will be used for wetting.

11. After the runway and taxi-way grading has been completed, the equipment can be used to prepare hard standing and revetments for dispersal aircraft.

12. As mentioned previously, it is planned that the wearing course should be made with cut-back asphalt, MC 2 or 3, and the seal coat with RC-5.

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Before any surfacing is applied, the sub-grade, particularly those areas which are in fill should be dry rolled with a power driven, three-wheel ten ton roller. Rolling should proceed longitudinally from the sides (to include the 50 foot shoulders) towards the center of the pavement. Successive trips should overlap one-half the width of the rear wheel. Any deviations from grade occurring during rolling should be corrected.

13. The cut-back asphalt MC-2 or 3 should be applied on the 150 runway surface in two applications at a uniform rate of 1 gallon per square yard each application by a pressure distributor. The pavement should be rolled after each application until it is firmly bound, is hard and smooth, and shows no noticeable movement under the roller. The shoulder, although not surfaced, should be rolled in conjunction with the pavement, in order to give a uniform transverse grade.

14. After the applications of MC-2 or 3 on 150' of runway and rolling of both runway and shoulders, a seal coat of 0.4 gallons per square yard of cutback MC-5 should be uniformly applied with a pressure distributor over both shoulders and runway (in other words over a strip 250' wide). Before rolling an attempt should be made to spread a light coating of natural brown volcanic cinders on the surfaces from stock piles previously placed on each side of the runway. Such a procedure may aid in blending the runway into natural surroundings. The rolling should average not less than one roller in continuous operation for one hour on each 100 square yards at a speed of not more than 3 m.p.h. The runway should be protected as much as possible from all extraneous traffic until final completion of the rolling.

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15. The reason for placing a seal coat of RC-5 on the 50 foot shoulders is to further cut down the possibility of propeller or motor injury caused by loose cinders. Some means of runway proper (150' strip) identification from the air should be provided. Possibly portable Air Corps lighting units strung along each side would take care of this.

16. Two applications of MC-2 or 3 and one of RC-5 should be applied to the 50 foot taxi-way and dispersal areas of hard standing in the same manner as that described for the runways.

17. Transportation and Coordination:

It has already been stated and should be evident by now that transportation of personnel, equipment, and supplies looms as one of the larger problems incident to the successful completion of this projected airdrome. Furthermore communication with higher headquarters must also be taken into consideration. It is not the intent of the Board to cover complete details but merely to make general suggestions. In the first place the Board believes that New York is the logical supply point whether Army transports or commercial boats are used. It is essential that the first boat (or preferably group of boats) carry certain supplies. A priority list should comprise the following:

a. First Convoy.

(1) Engineer battalion (aviation) personnel and equipment.

(2) 30 days supplies for the battalion, including water.

(3) Water supply, equipment and appurtenances.

(4) Cold storage equipment.

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(5) Electrical equipment (1 generator)

(6) Launch, mooring barge, and lighters.

(7) Panels and supplies for initial group of buildings.

(8) Laundry equipment.

(9) ½ materials for gasoline and fuel oil storage (to include 4 miles of flexible pipe-line).

(10) 30 days supply of fuel oil, diesel oil, gasoline and lubricants for all construction vehicles.

(11) MC and RC asphalt in drums.

(12) Cement and reenforcing steel.

(13) Radio equipment.

(14) Miscellaneous piping for water supply, shovels, etc., and culverts for drainage.

(15) Small stock of aviation gasoline and lubricant in drums.

b. Second Convoy.

(1) 60 day supplies for battalion, including fuel for vehicles.

(2) Remainder of fuel storage supplies.

(3) Panels and building supplies for remainder of buildings, including nose hangar.

(4) Stocks of aviation gasoline in drums.

(5) Remainder of miscellaneous supplies to complete project.

18. Communication can be handled through New York; initially by coded cable from Georgetown via A.I. London and eventually by radio after the necessary equipment has been installed.

Air 8686 Records Div

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ESTIMATE

Item	Number	Unit Cost	Total Cost
Aviation Gasoline Storage	1,000,000 gal.	60¢ a gal.	$ 600,000
Q.M. Gasoline Storage	50,000 "	40¢ a gal.	20,000
Fuel Oil	100,000 "	20¢ a gal.	20,000
Lubricating Oil	10,000 "	20¢ a gal.	2,000
Grading runway, etc.	300,000 cu. yd.	50¢ cu. yd.	150,000
Paving runway, etc.	400,000 sq. "	1.50 per yd.	600,000
Electric power - 50 k.w.	2	$12,500	25,000
Electricity distribution	1	$10,000	10,000
Water supply	1	$25,000	25,000
Water distribution	1	$15,000	15,000
Cold storage	6	2,000	12,000
Nose Hangar (Waller Field Type)	1	30,000	30,000
Housing	600 men	$350 per man	210,000
Roads (no paving)	6 miles	$10,000 per mile	60,000
Lighters (10 cu. ton)	4	$ 3,000	12,000
Motor Boats	3	$ 8,000	24,000
Laundry Equipment (350 men)	2	$15,000	30,000
			$2046,000
Special transportation costs			408,000
			2454,000
Contingencies 15%			368,000
			$2822,000

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WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

Received from the Office, Chief of the Air Corps the following (SECRET, ~~CONFIDENTIAL~~) document:

Addressed to:

Subject: **Appendix F - Engineer Plan of Operation - Board Report of Ascension Island**

Type of Corres:

Date: **January 7, 1942**

~~Basic Dated~~

~~No. Incls~~:

PLEASE ACCOMPLISH AND
RETURN IMMEDIATELY TO:
Classified Mail & File Unit,
Administrative Division,
Office, Chief of Air Corps

JAN 10 '42 AM
see 1/8 entry

RECEIVED
AIR WAR PLANS DIV.
Attached to study 1/10/42

OCAC NO. _____

DATE RECEIVED. 1/10/42 11:15 A.M.

BY Mary S. Hughes
Name Room 3106

Rank Branch

OFFICE OF: AWPD -

Note - Original Receipt given to maj. Sargent who carried document to AWPD.

W-4003, AC., Rev. 12/2/41

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OUTLINE OF DATA REQUIRED FOR McNARNY PLAN

I. British Airdromes.

1. Number and location of British airdromes.

2. Maximum average number of planes which may be accommodated on airdromes - by type. (Col. Halversen)

II. German Airdromes.

1. Specific locations with respect to France, the low countries and the Ruhr, particularly. (Col. Halversen)

2. Data and diagram if possible showing typical setup on German airdromes---method of dispatch, revetments, etc. (Col. Halversen)

III. Vital German Objectives.

1. In the Ruhr, the low countries and in France with emphasis on aircraft factories, assembly plants and aluminum plants.

2. Any other objectives in the Ruhr considered vital to Germany. (Col. Halversen)

IV. Strength of German Aviation and Locations.

1. Present strength by types and anticipated strength as of August 1942.

2. Location of possible of aircraft by types.

V. AA Defense in France, Low Countries, and Ruhr, particularly.

1. Secure dispersion and number of batteries, searchlights, and automatic weapons. (Col. Walker)

VI. Radar Locations.

1. Sources of power, possibilities of destroying or jamming.

2. Effectiveness and range. (Col. Walker)

VII. Method of Contemplated Ground Operations.

1. Ground forces involved.

2. Use of air-borneinfantry and parachute groups.

3. Cargo, airplanes and gliders required.

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Note: Check to determine if British have gliders and transports in quantity.

4. Should observation groups be considered for ground sources?
(Col. Kent & Walker)

VIII. Following Units Considered.

1. 13 pursuit groups — P40 & P39 types — other
7 A-20 groups —
7 B-26 groups —
15 Heavy bombardment groups —

2. Determine when these may be available and when they could be gotten to England.

3. Method of Transportation — air or sea transportation.

4. Attrition rate on aircraft and personnel incident to combat and to movement from United States to England. Determine if attrition rate can be met. (Maj. Taylor)

IX. Range and Radius of Action of above Aircraft.

1. Determine bomb load and armament.

2. See if any of the smaller range aircraft can be equipped with additional tanks in time to permit movement by air to England.
(Maj. Taylor)

X. Air Base and Service Elements Required to Support the Above Groups and the Shipping Necessary therefore.
(Col. Halversen)

XI. Other Matters to be Looked into.

1. Check type of bombs that may be available including time fuse bombs.

2. Get report as to number of American bombs now in England.

3. See whether IFF equipment will be available for all aircraft involved.

4. See if pursuit planes can be equipped with radio enabling them to work with British Interceptor Command as well as with American ground forces.

5. Check all availability of bombardment pursuit flares for night operations.

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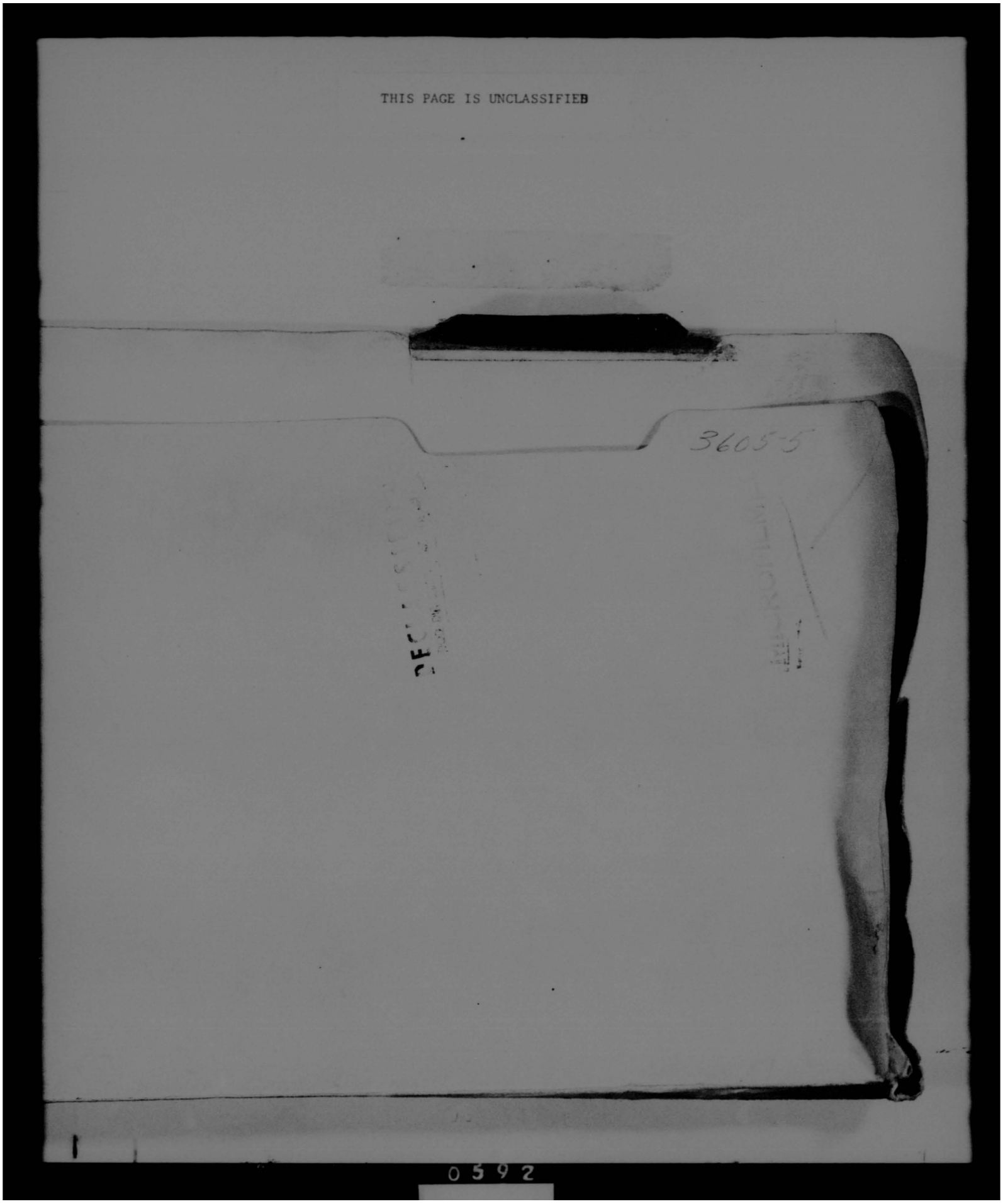

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HEADQUARTERS ARMY AIR FORCES
AIR STAFF, OPERATIONAL PLANS DIVISION

Date 12/5

DIVISION CHIEF _____

EXECUTIVE

COMBINED AND JOINT STAFF PLANNERS

POLICY SECTION

Organization Unit

Facilities Unit

Special Projects

_____

STRATEGICAL PLANS

✓ Europe-Mid. East Unit Col Taylor

Asiatic Unit

Pacific Unit

Western Hemisphere Unit

ADMINISTRATIVE
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___Return to
___Forward

FOR: H/S

___Signature
___Coordination
___Concurrence
___Comment
___Preparation of Reply
✓ Necessary Action
___Information
___Primary Interest
Distribution in Section
ended further Distribution
if Interested

3-4647,AF

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HEADQUARTERS ARMY AIR FORCES
AIR STAFF, OPERATIONAL PLANS DIVISION

Date 12/5

DIVISION CHIEF _____

EXECUTIVE

COMBINED AND JOINT STAFF PLANNERS

POLICY SECTION

Organization Unit

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STRATEGICAL PLANS

✓ Europe-Mid. East Unit Col Taylor

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ADMINISTRATIVE
___File
___Return to
___Forward

FOR: HS

___Signature
___Coordination
___Concurrence
___Comment
___Preparation of Reply
✓ Necessary Action
___Information
___Primary Interest
___Distribution in Section
___Recommended further Distribution
___Read if Interested

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HEADQUARTERS ARMY AIR FORCES
AIR STAFF, PLANS DIVISION

Date 10/24

TO

DIVISION CHIEF _____

EXECUTIVE

PLANS & POLICIES

PROGRAMS & PROJECTS

✓ COORDINATION

ADMINISTRATIVE
- File
- Return to
- Forward

95

FOR:

- Signature
- Coordination
- Concurrence
- Comment
- Preparation of Reply
- ✓ Necessary Action
- Information
- Primary Interest
- Distribution in Section
- Recommended further Distribution
- Read if Interested

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Movement of 99th Fighter Squadron and Associated Units.

F/KPS/mgs -- 72556

A. AFRAD FAEP 11/19

For information requested in Item 2.

MORRIS R. NELSON,
Colonel, Air Corps
Acting Director

1 Incl - n/c

CMT/jw 5834

AFAEP AFRAD

1. It is understood that General Sadler, the Commanding General of the force of which the 99th Squadron is a component, is at this time conferring with the appropriate theatre group of OPD relative to the departure date of this force.

2. It is suggested that your Office confer directly with General Sadler and OPD on this subject.

O. A. ANDERSON
Brig. General, U. S. A.

Incl:-
w/d

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Movement of 99th Fighter Squadron and Associated Units.

D-P:teb 5861-5838

1. AFROM AFRAD 11/13
(by officer courier)

1. For your information and necessary action.

CHARLES A. HORN,
Colonel, A.C.

1 Incl: Memo frm
OPD, dtd 11/12/42

- - - - - - - - - - - - - - - - - - - -

F/KPB/mgs -- 72556

AD AFRO" 11/14

1. Paragraph 2 of attached memorandum states that at least five (5) days notice will be furnished before unit must leave for the port.

2. It is desired to point out that it would be very difficult to furnish airplanes for this unit on such short notice. For planning purposes this Directorate has assumed that the 99th Squadron will depart in January and has allotted aircraft accordingly from estimated January production.

3. Information is requested as to whether or not the above assumption is sound, and, if not, when airplanes should be set up for this unit.

MORRIS E. NELSON,
Colonel, Air Corps,
Acting Director.

1 Incl:-
No change.

- - - - - - - - - - - - - - - - - - - -

GWH:hcc - 6111

3. AFRO" AFRAD 11-17

This office has no further information relative to movement of the 99th Fi So other than that contained in the attached memorandum.

CHAS. A. HORN
Acte.Dir/WO&M

1 Incl
n/c

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STRUCTURE

Strength Report from Structure shows (10-21-42)	65		1091
UNIT	O	WO	EM
PRESENT			
41st Engrs. (less 2nd Bn. & Det) (Cld) (less det)	29	1	947
Det. Hq. Hq. & Serv. Co. #5889	5	0	86
Det. 25th Station Hospital (Cld)	10	0	93
899th Engineer Co. (AVN) (Sep) (Cld)	5	0	175
Medical Detachment 2655	3	0	4
4th Plat. 802d CA Btry (AA) (37 mm) (SM) (Cld)	1	0	30
NOTE: For ATC Personnel present at STRUCTURE - See Northern Ferry Route			1055
ENROUTE: (Veterinary)	1		
SCHEDULED TO GO	O	WO	EM
SHIPMENT 2150			
Hq. Hq. & Serv. Co. #5889 (less Det)	13	1	6
367th Inf. Bn. (Sep) (Cld)	32	0	384
Att. Med. 367th Inf. Bn. (Sep) (Cld)	2	0	36
Attached Chaplain (Cld)	1	0	0
802d CA Btry (AA) (37 mm) (SM) (less 1 plat.) (Cld)	5	0	127
25th Station Hospital (Less Det) (Cld)	6	30 N	59
Totals	59	30N-1WO	1192
Shipment 4004			
2nd Platoon Btry K, 90th CA (AA) (Searchlight) (Cld)	2	0	91
AIR FORCES (Shipment 9288)			
99th Fighter Squadron (Cld)	39	0	210
Service Squadron Detachment (Cld)	2	0	34
83d Fighter Control Sq. (Red) (Cld)	4	0	107
Ordnance Detachment (AVN) (Cld)	1	0	4
689th Sig. Rep. Co. (AW) (SPECIAL) (less 1 Rep plus 1 Spcl Plat) (Cld)	9	0	142
TOTALS	55	0	536

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Col. Taylor:

When this list came up I asked as follows:

1) Is shipping available

2) Does this conform to 10th AF commitments.

KRL

3) Also since the 99th was a personal promise to the President of Liberia by Mr. FDR it is likely the State Dept will have to be consulted.

KRL

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ADDRESS REPLY TO
HEADQUARTERS OF THE ARMY AIR FORCES
WAR DEPARTMENT
WASHINGTON, D. C.

SECRET

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, OPD:

Subject: Movement of the 99th Fighter Squadron and Associated Units.

I. Discussion.

1. The training and equipping of the 99th Fighter Squadron and associated units was expedited for the purpose of shipping these units to Liberia at the earliest practicable date. It is understood that because of the recent changes in the African situation, assignment of shipping facilities for the Liberian defense force has been placed in a low priority and this force will not be moved for an indefinite period. Although Fighter units are not needed at this time in Liberia, they are urgently needed in active theatres.

2. If these air units are withdrawn from the Liberian Force, removed from their present alert status and allowed to return to their home station, the personnel of these units can be assigned to the 332nd Fighter Group, which has no nucleus of trained personnel.

3. If the 99th Fighter Squadron is used as a cadre, it is estimated that the 332nd Fighter Group could be made into a two squadron group with necessary associated units, trained and ready for overseas shipment by May 1943, at the same time leaving a sufficient cadre to form an O.T.U. for future squadrons.

4. The 99th Fighter Squadron and the 332nd Fighter Group being officered and manned by negro personnel exclusively are the subject of an unusual amount of interest on the part of the armed forces and the general public. For this and other reasons, it is believed that these units should be assigned to an active theatre at the earliest practicable moment, which it is now estimated would be about May 1943. There should be no valid criticism for delaying the departure of the 99th Fighter Squadron until a group organization can be trained as it is not the general practice to dispatch single Squadrons to a theatre. It is believed, however, that the proposed assignment of the first negro air unit to an inactive theatre would provide appropriate grounds for charges of racial discrimination and prejudice against such units.

FOR VICTORY BUY UNITED STATES WAR BONDS AND STAMPS

Not used

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5. Due to the combat situation in India and China which permits a more controlled combat participation of units than in most active theatres and because of the racial and social aspects of the situation, it is believed that the India - China theatre is the most appropriate theatre to which these units could be presently assigned.

6. Activation orders have been issued for the 332nd Fighter Group, the 100th, 301st, and 302nd Fighter Squadrons, the 332nd Fighter Control Squadron and associated service units, but these units have little or no personnel or equipment.

II. Recommendations.

It is recommended that:

1. The 99th Fighter Squadron and its associated units be removed from their present Movement Order.

2. The 99th Fighter Squadron be assigned to the 332nd Fighter Group.

3. The 83rd Fighter Control Squadron (Red) be inactivated and personnel and equipment be transferred to the 332nd Fighter Control Squadron.

4. The 689th Signal Reporting Company (A.W.) Frontier (Red.) be relieved from assignment to the Southeast Training Center and assigned to the Third Air Force as an associate unit to the 332nd Fighter Group.

5. The associated air detachments of the Liberian Force be inactivated and personnel and equipment of such units revert to parent organizations.

6. The 302nd Fighter Squadron be inactivated.

7. The 332nd Fighter Group and associated units be allocated to the 10th Air Force.

8. The 332nd Fighter Group (less 1 Squadron) and appropriate associated units be shipped to the India - China Theatre, immediately upon completion of training.

9. A cadre of the 332nd Fighter Group be left to train the 301st Fighter Squadron and subsequent squadrons.

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10. The 30lst Fighter Squadron upon completion of its training, be dispatched to join the Group.

11. If the above recommendations are approved, this paper be returned for necessary action.

For the Commanding General, Army Air Forces,

O. A. Anderson,
Brigadier General, U.S.A.
Assistant Chief of the Air Staff, Plans

Incl: Memo for the CG/AAF
frm OPD, 11/12/42,
same subject.

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MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, OPD:

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I. Discussion.

1. The training and equipping of the 99th Fighter Squadron and associated units was expedited for the purpose of shipping these units to Liberia at the earliest practicable date. It is understood that because of the recent changes in the African situation, assignment of shipping facilities for the Liberian defense force has been placed in a low priority and this force will not be moved for an indefinite period. Although Fighter units are not needed at this time in Liberia, they are urgently needed in active theatres.

2. If these air units are withdrawn from the Liberian Force, removed from their present alert status and allowed to return to their home station, the personnel of these units can be assigned to the 332nd Fighter Group, which has no nucleus of trained personnel.

3. If the 99th Fighter Squadron is used as a cadre, it is estimated that the 332nd Fighter Group could be made into a two squadron group with necessary associated units, trained and ready for overseas shipment by May 1943, at the same time leaving a sufficient cadre to form an O.T.U. for future squadrons.

4. The 99th Fighter Squadron and the 332nd Fighter Group being officered and manned by negro personnel exclusively are the subject of an unusual amount of interest on the part of the armed forces and the general public. For this and other reasons, it is believed that these units should be assigned to an active theatre at the earliest practicable moment, which it is now estimated would be about May 1943. There should be no valid criticism for delaying the departure of the 99th Fighter Squadron until a group organization can be trained as it is not the general practice to dispatch single Squadrons to a theatre. It is believed, however, that the proposed assignment of the first negro air unit to an inactive theatre would provide appropriate grounds for charges of racial discrimination and prejudice against such units.

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5. Due to the combat situation in India and China which permits a more controlled combat participation of units than in most active theatres and because of the racial and social aspects of the situation, it is believed that the India - China theatre is the most appropriate theatre to which these units could be presently assigned.

6. Activation orders have been issued for the 332nd Fighter Group, the 100th, 301st, and 302nd Fighter Squadrons, the 332nd Fighter Control Squadron and associated service units, but these units have little or no personnel or equipment.

II. Recommendations.

It is recommended that:

1. The 99th Fighter Squadron and its associated units be removed from their present Movement Order.

2. The 99th Fighter Squadron be assigned to the 332nd Fighter Group.

3. The 83rd Fighter Control Squadron (Red) be inactivated and personnel and equipment be transferred to the 332nd Fighter Control Squadron.

4. The 693th Signal Reporting Company (A.W.) Frontier (Red.) be relieved from assignment to the Southeast Training Center and assigned to the Third Air Force as an associate unit to the 332nd Fighter Group.

5. The associated air detachments of the Liberian Force be inactivated and personnel and equipment of such units revert to parent organizations.

6. The 302nd Fighter Squadron be inactivated.

7. The 332nd Fighter Group and associated units be allocated to the 10th Air Force.

8. The 332nd Fighter Group (less 1 Squadron) and appropriate associated units be shipped to the India - China Theatre, immediately upon completion of training.

9. A cadre of the 332nd Fighter Group be left to train the 301st Fighter Squadron and subsequent squadrons.

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10. The 301st Fighter Squadron upon completion of its training, be dispatched to join the Group.

11. If the above recommendations are approved, this paper be returned for necessary action.

For the Commanding General, Army Air Forces,

O. A. Anderson,
Brigadier General, U.S.A.
Assistant Chief of th Air Staff, Plans

Incl: Memo for the CG/AAF
frm OPD, 11/12/42,
same subject.

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AFAEP
CMT/jw

wtn. 12/2/42

A-1/AS
A-2/AS
Intel. S.
A-3/AS
A-4/AS
Plans/AS
Insp/AS
Mil. Req.
A. Def.
Bomb.
Gr. Sup.
Base S.
War O&M
Tr.
Tech. S.
Comm.
Weather
Traffic
Photo. M&C
Insp.
Pub. Rel.
Dir. Pers.
Mil. Pers.
Civ. Pers.
Surg.
Sec.
Budget
Fiscal
Mgmt. Con.
Adj. Gen.
Org. Pl.
Stat. Pl.
Leg. Pl.
Mat. C.
A. S. C.
F. C.

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, OPD:

Subject: Movement of the 99th Fighter Squadron and Associated Units.

I. Discussion.

1. The training and equipping of the 99th Fighter Squadron and associated units was expedited for the purpose of shipping these units to Liberia at the earliest practicable date. It is understood that because of the recent changes in the African situation, assignment of shipping facilities for the Liberian defense force has been placed in a low priority and this force will not be moved for an indefinite period. Although Fighter units are not needed at this time in Liberia, they are urgently needed in active theatres.

2. If these air units are withdrawn from the Liberian Force, removed from their present alert status and allowed to return to their home station, the personnel of these units can be assigned to the 332nd Fighter Group, which has no nucleus of trained personnel.

3. If the 99th Fighter Squadron is used as a cadre, it is estimated that the 332nd Fighter Group could be made into a two squadron group with necessary associated units, trained and ready for overseas shipment by May 1943, at the same time leaving a sufficient cadre to form an O.T.U. for future squadrons.

4. The 99th Fighter Squadron and the 332nd Fighter Group being officered and manned by negro personnel exclusively are the subject of an unusual amount of interest on the part of the armed forces and the general public. For this and other reasons, it is believed that these units should be assigned to an active theatre at the earliest practicable moment, which it is now estimated would be about May 1943. There should be no valid criticism for delaying the departure of the 99th Fighter Squadron until a group organization can be trained as it is not the general practice to dispatch single Squadrons to a theatre. It is believed, however, that the proposed assignment of the first negro air unit to an inactive theatre would provide appropriate grounds for charges of racial discrimination and prejudice against such units.

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5. Due to the combat situation in India and China which permits a more controlled combat participation of units than in most active theatres and because of the racial and social aspects of the situation, it is believed that the India - China theatre is the most appropriate theatre to which these units could be presently assigned.

6. Activation orders have been issued for the 332nd Fighter Group, the 100th, 301st, and 302nd Fighter Squadrons, the 332nd Fighter Control Squadron and associated service units, but these units have little or no personnel or equipment.

II. Recommendations.

It is recommended that:

1. The 99th Fighter Squadron and its associated units be removed from their present Movement Order.

2. The 99th Fighter Squadron be assigned to the 332nd Fighter Group.

3. The 83rd Fighter Control Squadron (Red) be inactivated and personnel and equipment be transferred to the 332nd Fighter Control Squadron.

4. The 689th Signal Reporting Company (A.W.) Frontier (Red.) be relieved from assignment to the Southeast Training Center and assigned to the Third Air Force as an associate unit to the 332nd Fighter Group.

5. The associated air detachments of the Liberian Force be inactivated and personnel and equipment of such units revert to parent organizations.

6. The 302nd Fighter Squadron be inactivated.

7. The 332nd Fighter Group and associated units be allocated to the 10th Air Force.

8. The 332nd Fighter Group (less 1 Squadron) and appropriate associated units be shipped to the India - China Theatre, immediately upon completion of training.

9. A cadre of the 332nd Fighter Group be left to train the 301st Fighter Squadron and subsequent squadrons.

A-1/AS
A-2/AS
Intel. S.
A-3/AS
A-4/AS
Plans/AS
[illegible]/AS
Mil. Req.
A. Def.
Bomb.
Gr. Sup.
Base S.
War O&M
Ind. Tr.
Tech. S.
Comm.
Weather
Traffic
Photo. M&C
Tech. Insp.
Pub. Rel.
Dir. Pers.
Mil. Pers.
Civ. Pers.
Surg.
J. Advoc.
Budget
Fiscal
Mgmt. Con.
Adj. Gen.
Org. Pl.
Stat. Pl.
Leg. Pl.
Mat. C.
A. S. C.
F. C.

SECRET

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10. The 301st Fighter Squadron upon completion of its training, be dispatched to join the Group.

11. If the above recommendations are approved, this paper be returned for necessary action.

For the Commanding General, Army Air Forces,

O. A. Anderson,
Brigadier General, U.S.A.
Assistant Chief of th Air Staff, Plans

Incl: Memo for the CG/AAF
frm OPD, 11/12/42,
same subject.

A-1/AS
A-2/AS
Intel. S.
A-3/AS
A-4/AS
Plans/AS
Insp/AS
Mil. Req.
A. Def.
Bomb.
Gr. Sup.
Base S.
War O&M
Ind. Tr.
Tech. S.
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Dir. Pers.
Mil. Pers.
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Surg.
J. Advoc.
Budget
Fiscal
Mgmt. Con.
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Stat. Pl.
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WAR DEPARTMENT
War Department General Staff
Operations Division
Washington

November 12, 1942

OPD 370.5/DO (11-12-42)

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

Subject: Movement of 99th Fighter Squadron and Associated Units.

1. It is probable that the 99th Fighter Squadron and associated units which are now under Movement Orders, Shipment #9288 will not leave for overseas station for sometime. The date of departure is indefinite at present and depends upon the shipping situation.

2. It is desired that these units continue their training, unpacking such equipment as is necessary to conduct the training. At least five (5) days notice will be furnished these units before they must leave for the port. This will give adequate time to repack such equipment as is required for training.

By direction of the Commander - in - Chief

THOS. T. HANDY
Major General
Assistant Chief of Staff

WALTER C. SWEENEY, JR.
Colonel, A. C.
Executive, Theater Group, OD, WDGS.

A-1/AS
A-2/AS
Intel. S.
A-3/AS
A-4/AS
Plans/AS
Insp/AS
Mil. Req.
A. Def.
Bomb.
Gr. Sup.
Base S.
War O&M
Ind. Tr.
Tech. S.
Comm.
Weather
Traffic
Photo. M&C
Tech. Insp.
Pub. Rel.
Dir. Pers.
Mil. Pers.
Civ. Pers.
Surg.
J. Advoc.
Budget
Fiscal
Mgmt. Con.
Adj. Gen.
Org. Pl.
Stat. Pl.
Leg. Pl.
Mat. C.
A. S. C.
F. C.

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RECEIPT FOR SECRET OR CONFIDENTIAL DOCUMENT

SUBJECT: Mvmt. of the 20th F. Sqd. & Assoc. Units.

Receipt is acknowledged of Memorandum for the Asst. Chief of Staff, OPD, subject above from Operational Plans Division, Air Staff, Rm. 3E 128, Pentagon, dated _____.

_____
Officer Rank

_____
Office

NOTE: To be accomplished and returned to the ~~Air Adjutant General~~ AFAEP
3E 128
Pentagon, Bldg.
Arlington, Va.

AAF-3
W-4759, A. C.

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RECEIPT FOR SECRET OR CONFIDENTIAL DOCUMENT

SUBJECT: Mvmt. of the 99th F. Sqd. & Assoc. Units.

Receipt is acknowledged of Memorandum for the Asst. Chief of Staff, OPD, subject above from Operational Plans Division, Air Staff, Rm. 3E 128, Pentagon.

dated _____.

_____
Officer Rank

_____
Office

NOTE: To be accomplished and returned to the Air Adjutant General. [redacted] AAF 3E 128 Pentagon, Bldg. Arlington, Va.

AAF-3
W-4759, A. C.

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wtn. 12/2/42

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MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, OPD:

Subject: Movement of the 99th Fighter Squadron and Associated Units.

I. Discussion.

1. The training and equipping of the 99th Fighter Squadron and associated units was expedited for the purpose of shipping these units to Liberia at the earliest practicable date. It is understood that because of the recent changes in the African situation, assignment of shipping facilities for the Liberian defense force has been placed in a low priority and this force will not be moved for an indefinite period. Although Fighter units are not needed at this time in Liberia, they are urgently needed in active theatres.

2. If these air units are withdrawn from the Liberian Force, removed from their present alert status and allowed to return to their home station, the personnel of these units can be assigned to the 332nd Fighter Group, which has no nucleus of trained personnel.

3. If the 99th Fighter Squadron is used as a cadre, it is estimated that the 332nd Fighter Group could be made into a two squadron group with necessary associated units, trained and ready for overseas shipment by May 1943, at the same time leaving a sufficient cadre to form an O.T.U. for future squadrons.

4. The 99th Fighter Squadron and the 332nd Fighter Group being officered and manned by negro personnel exclusively are the subject of an unusual amount of interest on the part of the armed forces and the general public. For this and other reasons, it is believed that these units should be assigned to an **active** theatre at the earliest practicable moment, which it is now estimated would be about May 1943. There should be no valid criticism for delaying the departure of the 99th Fighter Squadron until a group organization can be trained as it is not the general practice to dispatch single Squadrons to a theatre. It is believed, however, that the proposed assignment of the first negro air unit to an **inactive** theatre would provide appropriate grounds for charges of racial discrimination and prejudice against such units.

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5. Due to the combat situation in India and China which permits a more controlled combat participation of units than in most active theatres and because of the racial and social aspects of the situation, it is believed that the India - China theatre is the most appropriate theatre to which these units could be presently assigned.

6. Activation orders have been issued for the 332nd Fighter Group, the 100th, 301st, and 302nd Fighter Squadrons, the 332nd Fighter Control Squadron and associated service units, but these units have little or no personnel or equipment.

II. Recommendations.

It is recommended that:

1. The 99th Fighter Squadron and its associated units be removed from their present Movement Order.

2. The 99th Fighter Squadron be assigned to the 332nd Fighter Group.

3. The 83rd Fighter Control Squadron (Red) be inactivated and personnel and equipment be transferred to the 332nd Fighter Control Squadron.

4. The 689th Signal Reporting Company (A.W.) Frontier (Red.) be relieved from assignment to the Southeast Training Center and assigned to the Third Air Force as an associate unit to the 332nd Fighter Group.

5. The associated air detachments of the Liberian Force be inactivated and personnel and equipment of such units revert to parent organizations.

6. The 302nd Fighter Squadron be inactivated.

7. The 332nd Fighter Group and associated units be allocated to the 10th Air Force.

8. The 332nd Fighter Group (less 1 Squadron) and appropriate associated units be shipped to the India - China Theatre, immediately upon completion of training.

9. A cadre of the 332nd Fighter Group be left to train the 301st Fighter Squadron and subsequent squadrons.

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10. The 301st Fighter Squadron upon completion of its training, be dispatched to join the Group.

11. If the above recommendations are approved, this paper be returned for necessary action.

For the Commanding General, Army Air Forces,

O. A. Anderson,
Brigadier General, U.S.A.
Assistant Chief of th Air Staff, Plans

Incl: Memo for the CG/AAF
frm OPD, 11/12/42,
same subject.

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AFRAD/F
TCR:mgs

December 1, 1942

MEMORANDUM FOR: Lt. Colonel Taylor, AFAEP.

Subject: Movement of the 99th Fighter Squadron and Associated Units.

1. Concur in proposed memo to OPD, except as follows:

a. Section II, paragraph 3 - change to read: "The 83rd Fighter Control Squadron (Red.) be inactivated and personnel and equipment be transferred to the 332nd Fighter Control Squadron."

b. Insert after Section II, paragraph 3, the following: "The 689th Signal Reporting Company (A.W.) Frontier be relieved from assignment to the Southeast Training Center and assigned to the Third Air Force as associate unit to the 332nd Fighter Group."

T. C. ROGERS,
Lt. Colonel, Air Corps,

Room 4325
Munitions Building
Extension: 73706

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AFAEP
CMT/jw

wtn. 12/2/42

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MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, OPD:

Subject: Movement of the 99th Fighter Squadron and Associated Units.

Not used

I. Discussion.

1. The training and equipping of the 99th Fighter Squadron and associated units was expedited for the purpose of shipping these units to Liberia at the earliest practicable date. It is understood that because of the recent changes in the African situation, assignment of shipping facilities for the Liberian defense force has been placed in a low priority and this force will not be moved for an indefinite period. Although fighter units are not needed at this time in Liberia, they are urgently needed in active theatres.

2. If these air units are withdrawn from the Liberian Force, removed from their present alert status and allowed to return to their home station, the personnel of these units can be assigned to the 332nd Fighter Group, which has no nucleus of trained personnel.

3. If the 99th Fighter Squadron is used as a cadre, it is estimated that the 332nd Fighter Group could be made into a two squadron group with necessary associated units, trained and ready for overseas shipment by May 1943, at the same time leaving a sufficient cadre to form an O.T.U. for future squadrons.

4. The 99th Fighter Squadron and the 332nd Fighter Group being officered and manned by negro personnel exclusively are the subject of an unusual amount of interest on the part of the armed forces and the general public. For this and other reasons, it is believed that these units should be assigned to an active theatre at the earliest practicable moment, which it is now estimated would be about May 1943. There should be no valid criticism for delaying the departure of the 99th Fighter Squadron until a group organization can be trained as it is not the general practice to dispatch single Squadrons to a theatre. It is believed, however, that the proposed assignment of the first negro air unit to an inactive theatre would provide appropriate grounds for charges of racial discrimination and prejudice against such units.

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5. Due to the combat situation in India and China which permits a more controlled combat participation of units than in most active theatres and because of the racial and social aspects of the situation, it is believed that the India - China theatre is the most appropriate theatre to which these units could be presently assigned.

6. Activation orders have been issued for the 332nd Fighter Group, the 100th, 301st, and 302nd Fighter Squadrons, the 33Dnd Fighter Control Squadron and associated service units, but these units have little or no personnel or equipment.

II. Recommendations.

It is recommended that:

1. The 99th Fighter Squadron and its associated units be removed from their present Movement Order.

2. The 99th Fighter Squadron be assigned to the 332nd Fighter Group.

3. The 33rd Fighter Control Squadron (Red) be inactivated and personnel and equipment be transferred to the 33Dnd Fighter Control Squadron.

4. The 609th Signal Reporting Company (A.W.) Frontier (Red.) be relieved from assignment to the Southeast Training Center and assigned to the Third Air Force as an associate unit to the 332nd Fighter Group.

5. The associated air detachments of the Liberian Force be inactivated and personnel and equipment of such units revert to parent organizations.

6. The 302nd Fighter Squadron be inactivated.

7. The 332nd Fighter Group and associated units be allocated to the 10th Air Force.

8. The 332nd Fighter Group (less 1 Squadron) and appropriate associated units be shipped to the India - China Theatre, immediately upon completion of training.

9. A cadre of the 332nd Fighter Group be left to train the 301st Fighter Squadron and subsequent squadrons.

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10. The 301st Fighter Squadron upon completion of its training, be dispatched to join the Group.

11. If the above recommendations are approved, this paper be returned for necessary action.

For the Commanding General, Army Air Forces,

O. A. Anderson,
Brigadier General, U.S.A.
Assistant Chief of th Air Staff, Plans

Incl: Memo for the CG/AAF
frm WPD, 11/12/42,
same subject.

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WAR DEPARTMENT
War Department General Staff
Operations Division
Washington

November 12, 1942

OPD 370.5/DO (11-12-42)

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

Subject: Movement of 99th Fighter Squadron and Associated Units.

1. It is probable that the 99th Fighter Squadron and associated units which are now under Movement Orders, Shipment #9288 will not leave for overseas station for sometime. The date of departure is indefinite at present and depends upon the shipping situation.

2. It is desired that these units continue their training, unpacking such equipment as is necessary to conduct the training. At least five (5) days notice will be furnished these units before they must leave for the port. This will give adequate time to repack such equipment as is required for training.

By direction of the Commander - in - Chief

THOS. T. HANDY
Major General
Assistant Chief of Staff

WALTER C. SWEENEY, JR.
Colonel, A. C.
Executive, Theater Group, OD-WDGS.

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WAR DEPARTMENT
War Department General Staff
Operations Division
WASHINGTON

OPD 370.5/DO (11-12-42) November 12, 1942

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By direction of the Commander-in-Chief

THOS. T. HANDY
Major General
Assistant Chief of Staff

/s/ Walter C. Sweeney, Jr.

WALTER C. SWEENEY, JR.,
Colonel, A.C.,
Executive, Theater Group, OD-WDGS.

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WAR DEPARTMENT
War Department General Staff
Operations Division
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OPD 370.5/DO (11-12-42) November 12, 1942

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Subject: Movement of 99th Fighter Squadron and Associated Units

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By direction of the Commander-in-Chief

THOS. T. HANDY
Major General
Assistant Chief of Staff

/s/ Walter C. Sweeney, Jr.

WALTER C. SWEENEY, JR.,
Colonel, A.C.,
Executive, Theater Group, OD-WDGS.

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WAR DEPARTMENT
War Department General Staff
Operations Division
WASHINGTON

OPD 370.5/DO (11-12-42) November 12, 1942

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

Subject: Movement of 99th Fighter Squadron and Associated Units

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By direction of the Commander-in-Chief

THOS. T. HANDY
Major General
Assistant Chief of Staff

/s/ Walter C. Sweeney, Jr.

WALTER C. SWEENEY, JR.,
Colonel, A.C.,
Executive, Theater Group, OD-WDGS.

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WAR DEPARTMENT
War Department General Staff
Operations Division
WASHINGTON

OPD 370.5/DO (11-12-42) November 12, 1942

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

Subject: Movement of 99th Fighter Squadron and Associated Units

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By direction of the Commander-in-Chief

THOS. T. HANDY
Major General
Assistant Chief of Staff

/s/ Walter C. Sweeney, Jr.

WALTER C. SWEENEY, JR.,
Colonel, A.C.,
Executive, Theater Group, OD-WDGS.

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D R A F T

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, OPD:

Subject: Movement of the 99th Fighter Squadron and Associated Units

I. Discussion

1. The training and equipping of the 99th Fighter Squadron and associated units was expedited for the purpose of shipping these units to Liberia at the earliest practicable date. It is understood that because of the recent changes in the African situation, assignment of shipping facilities for the Liberian defense force has been placed in a low priority and this force will not be moved for an indefinite period. Although Fighter units are not needed at this time in Liberia, they are urgently needed in active theatres.

2. If these air units are withdrawn from the Liberian Force, removed from their present alert status and allowed to return to their home station, the personnel of these units can be assigned to the 332nd Fighter Group, which has no nucleus of trained personnel.

3. If the 99th Fighter Squadron is used as a cadre, it is estimated that the 332nd Fighter Group could be made into a two squadron group with necessary associated units trained and ready for overseas shipment by May 1943, at the same time leaving a sufficient cadre to form an O.T.U. for future squadrons.

4. The 99th Fighter Squadron and the 332nd Fighter Group being officered and manned by negro personnel exclusively are the subject of an unusual amount of interest on the part of the armed forces and the general public. For this and other reasons, it is believed that these units should be assigned to an <u>active</u> theatre at the earliest practicable moment, which it is now estimated would be about May 1943. There should be no valid criticism for delaying the departure of the 99th Fighter Squadron until a group organization can be trained as it is not the general practice to dispatch single Squadrons to a theatre. It is believed, however, that

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the proposed assignment of the first negro air unit to an inactive theatre would provide appropriate grounds for charges of racial discrimination and prejudice against such units.

5. Due to the combat situation in India and China which permits a more controlled combat participation of units than in most active theatres and because of the racial and social aspects of the situation, it is believed that the India - China theatre is the most appropriate theatre to which these units could be presently assigned.

6. Activation orders have been issued for the 332nd Fighter Group, the 100th, 301st, and 302nd Fighter Squadrons, the 332nd Fighter Control Squadron and associated service units, but these units have little or no personnel or equipment.

II. Recommendations

It is recommended that:

1. The 99th Fighter Squadron and its associated units be removed from their present Movement Order.

2. The 99th Fighter Squadron be assigned to the 332nd Fighter Group.

3. The 83rd Fighter Control Squadron (Red.), the 689th Signal Reporting Company (A.W.), Frontier (Red.), and the associated air detachments of the Liberian Force be inactivated and personnel and equipment of such units be transferred to the appropriate units of the 332nd Fighter Group.

4. The 302nd Fighter Squadron be inactivated.

5. The 332nd Fighter Group and associated units be allocated to the 10th Air Force.

6. The 332nd Fighter Group (less 1 Squadron) and appropriate associated units be shipped to the India - China Theatre, immediately upon completion of training.

7. A cadre of the 332nd Fighter Group be left to train the 301st Fighter Squadron and subsequent squadrons.

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8. The 301st Fighter Squadron upon completion of its training, be dispatched to join the Group.

9. If the above recommendations are approved, this paper be returned for necessary action.

For the Commanding General, Army Air Forces:

Incl: Memo for the CG/AAF
frm OPD, 11/12/42,
same subject.

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D R A F T

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, OPD:

Subject: Movement of the 99th Fighter Squadron and Associated Units

I. Discussion

1. The training and equipping of the 99th Fighter Squadron and associated units was expedited for the purpose of shipping these units to Liberia at the earliest practicable date. It is understood that because of the recent changes in the African situation, assignment of shipping facilities for the Liberian defense force has been placed in a low priority and this force will not be moved for an indefinite period. Although Fighter units are not needed at this time in Liberia, they are urgently needed in active theatres.

2. If these air units are withdrawn from the Liberian Force, removed from their present alert status and allowed to return to their home station, the personnel of these units can be assigned to the 332nd Fighter Group, which has no nucleus of trained personnel.

3. If the 99th Fighter Squadron is used as a cadre, it is estimated that the 332nd Fighter Group could be made into a two squadron group with necessary associated units trained and ready for overseas shipment by May 1943, at the same time leaving a sufficient cadre to form an O.T.U. for future squadrons.

4. The 99th Fighter Squadron and the 332nd Fighter Group being officered and manned by negro personnel exclusively are the subject of an unusual amount of interest on the part of the armed forces and the general public. For this and other reasons, it is believed that these units should be assigned to an active theatre at the earliest practicable moment, which it is now estimated would be about May 1943. There should be no valid criticism for delaying the departure of the 99th Fighter Squadron until a group organization can be trained as it is not the general practice to dispatch single Squadrons to a theatre. It is believed, however, that

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the proposed assignment of the first negro air unit to an inactive theatre would provide appropriate grounds for charges of racial discrimination and prejudice against such units.

5. Due to the combat situation in India and China which permits a more controlled combat participation of units than in most active theatres and because of the racial and social aspects of the situation, it is believed that the India - China theatre is the most appropriate theatre to which these units could be presently assigned.

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4. The 302nd Fighter Squadron be inactivated.

5. The 332nd Fighter Group and associated units be allocated to the 10th Air Force.

6. The 332nd Fighter Group (less 1 Squadron) and appropriate associated units be shipped to the India - China Theatre, immediately upon completion of training.

7. A cadre of the 332nd Fighter Group be left to train the 301st Fighter Squadron and subsequent squadrons.

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8. The 301st Fighter Squadron upon completion of its training, be dispatched to join the Group.

9. If the above recommendations are approved, this paper be returned for necessary action.

For the Commanding General, Army Air Forces:

Incl: Memo for the CG/AAF
frm OPD, 11/12/42,
same subject.

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6. The 332nd Fighter Group (less 1 Squadron) and appropriate associated units be shipped to the India - China Theatre, immediately upon completion of training.

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For the Commanding General, Army Air Forces:

Incl: Memo for the CG/AAF
frm OPD, 11/12/42,
same subject.

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12/1

Employment and Reassignment of Structure Force.

CWT/jw 5834

2. AFAEP AFRAD
Attn: Lt. Colonel Rogers.

1. This Division prepared a study recommending that the 99th Fighter Squadron and its associated units be removed from their present movement orders and used for the training of the 332nd Fighter Group until such time as that Group could be assigned to an active theatre.

2. It was learned informally that a decision has been reached by the General Staff to carry out the original movement of these organizations to Structure, therefore, recommendations of this Division were not forwarded.

3. It is recommended that your Directorate maintain contact with the appropriate theatre group of OPD so as to employ these units to the best advantage in the interim before movement.

O. A. ANDERSON
Brig. General, U. S. A.

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Employment and Reassignment of Structure Force.

CMT/jw 5834

2. AFAEP AFRAD
Attn:Lt. Colonel Rogers.

1. General Sadler, commanding the Structure Force is conferring with OPD relative to the early movement of this force including the air units.

2. It is believed that after an appropriate interval following their arrival at destination certain key personnel of the air units can be recalled to the United States for the purpose of strengthening the 332nd Fighter Group. The 332nd Fighter Group, when properly trained, should be available for assignment to some active theatre.

3. It is suggested that your office contact OPD (Colonel D. V. Johnson) direct, relative to the plans for movement of the Structure Force.

O. A. ANDERSON
Brig. General, U. S. A.

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Employment and Reassignment of Structure Force.

F/TCR:mse 73706

1 AFRAD AFAEP 1942
Attn: 11-22
Colonel
Halverson

1. According to information received, movement of Task Force Structure has been indefinitely postponed.

2. The Air Force units of this Force were trained, equipped and packed for movement by October 15, 1942. Since that time they have been constantly on the alert, a state that is bad for morale and interferes with further training.

3. The three units of this Force with which this Directorate is concerned, namely, the 99th Fighter Squadron, 83rd Fighter Control Squadron, and the 689th Signal Reporting Company AW, are still assigned to the Southeast Training Center with station at Tuskegee, Alabama, while the 3rd Air Force is charged with their training and equipment.

4. To relieve the untenable situation at Tuskegee, and to provide a trained cadre for the 332nd Fighter Group, the following plan is proposed:

a. Delay departure date of Task Force Structure until September 1, 1943, or until the 332nd Fighter Group is fully trained and equipped, whichever date is earlier.

b. Disband the 99th Fighter Squadron and transfer all personnel and equipment of this Squadron to the 332nd Fighter Group. In this connection, action has been initiated to construct housing and airdrome facilities at Fort Davis, Alabama, for the 332nd Fighter Group.

c. Assign the 332nd Fighter Group to the Task Force Structure in lieu of the 99th Fighter Squadron.

d. Reassign the 83rd Fighter Control Squadron and the 689th Signal Reporting Company AW to the 3rd Air Force to be transferred along with the 332nd Fighter Group to Fort Davis upon completion of construction at that post.

e. Inactivate the 332nd Fighter Control Squadron, as this Squadron will not be required if the above plan is concurred in.

5. It is highly desirable that the above plan be approved, not only to relieve the bad morale factors existing due to the present situation, but also to relieve the overburdening of the training facilities at Tuskegee and provide a trained cadre for the 332nd Fighter Group. The only trained colored personnel are now assigned to the Structure Force and it will be difficult to organize the 332nd Fighter Group without recourse to this trained personnel.

MORRIS R. NELSON,
Colonel, Air Corps,
Acting Director.

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

File No. _____

Note. -- A line will be drawn across sheet after each comment.

Tally No. AAF _____

SUBJECT: Hood water H 3 25

NO.	FROM	TO	DATE	COMMENTS
				Paper to prepare and O.P.D. paper as desired by Force
				Col Burgess states that the force will be reasonably self sustaining.

(Do not use reverse side) W-4071,AF, Rev.8/14/41

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

File No. _____

Note. -- A line will be drawn across sheet after each comment.

Tally No. AAF _____

SUBJECT: Structure.

NO.	FROM	TO	DATE	COMMENTS
1.	AFAEP	AFFTC	1942 7/29	AFAEP JH-mlf 1. Your attention is invited to attached copies of previous R/R on this subject. (Incl 1). 2. You are advised that this Division has today advised OPD that the following will comprise the Air Elements of this Task Force. Off W.O. E.M. *99th Fighter Sq. (reinforced) 39 255 83d Fighter Cont Sq. (Med.) 4 107 689th Sig. Rep. Co. (AF) 9 142 Frontier (less 1 Rep. Plat). (plus 1 spcl plot plat) 52 504 *The 99th Fighter Sq. to be reinforced by the following Service Sq. personnel and equipment. Personnel: Parachute shop. 1 staff Sgt. parachute repairman (147) Mobile Repair Section specialists 2 Sgts. sheet metal workers (201) 1 Sgt. Mechanic Ap. electrical specialist (685) 1 Sgt. Mechanic Ap. Instrument specialist (686) 1 PFC Welder (256) Equipment: 1 Set of Equipment Mobile Repair 1 Set of Equipment Portable Welding 1 Set of Equipment Parachute Packing Kits for mechanics listed above. So much of the Kit Tool Materiel Sq. as is provided for mobile repairs sections. (continued)

(Do not use reverse side) W-4071, AF, Rev. 8/14/41

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

File No. _____

Note. -- A line will be drawn across sheet after each comment.

Tally No. AAF _____

SUBJECT: Structure.

NO.	FROM	TO	DATE	COMMENTS
1. (cont)	AFAEP	AFFTC	6/29	3. For your information Operations Division, WDGS, has ordered that only the following motor transportation will accompany Air Units; Truck, Field Servicing 2 Car, light, five passenger 1 Truck ¼-Ton 4x4 8 Tractor, with 2-ton crane 1 Tractor, heavy duty 1 Truck, engineering shop 1 Truck, instrument shop 1 Truck, technical supply 1 Truck, 2½-Ton cargo 2 Total 18 4. The Commanding Officer of the Task Force has stated that in view of the limited experience of the Colored pilot personnel, a qualified colored commander is not now available. It is, therefore, recommended that a qualified white officer be detailed to command the squadron until such time as a qualified colored officer is available. The white officer detailed will be in addition to T/O Strength. 5. You will be responsible for the training of this Task Force. Incl: R/R 1 to 8 w/Incls Dated 6/13 to 7/21 H. A. A. C/AFAEP

(Do not use reverse side) W-4071, AF, Rev. 8/14/41

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SUBJECT: 99th Pursuit Squadron and Air Service Elements.

AFAEP
JH-mlf

1. AFAEP AFDMR 1942 6/13

1. Attention is invited to attached memorandum to CG, AAF from OPD.

2. In accordance with above the CG AAF directs following:

a. That steps be taken to supply needed planes to 99th Pursuit Squadron by Sept. 1, 1942. Aircraft will be diverted from Eastern Defense Command for this purpose if aircraft allocated to Structure is not available, 1 Sept., 1942. Loss to Eastern Defense Command will be replaced by allocation of aircraft originally earmarked for Structure. Trainers now alloted 99th Pur. Sq. will be increased to accommodate 33 pilots by 5 Aug. 1942.

b. That following units (or similar units under new T/O) be brought to full T/O strength as soon as practicable and concentrated in Tuskegee, Alabama for intense training:

99th Pursuit Sq.
83d I.C. Sq. (reduced)
689th Signal Aw Reporting Co.
(Frontier) (Less 1 Rept. Plat)
Hq. 96th Maint. Gp. (reduced)
366th Materiel Sq. (reduced)
101st Chem. Plat (reduced)
501st Chem. Plat. AB
(Service Centers (reduced)
Det. 767th Ord. Co. AB
One Plat. 648th Ord. Co. (Avn)(Pur)

c. That 83d Interceptor Control Squadron (reduced) receive required training as soon as practicable.

d. That the Task Force be equipped to function in theater of operations and receive needed equipment prior to departure.

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99th Pursuit Squadron and Air Service Elements.

1. AFAEP AFDMR 1942
(con) 6/13

a. That all service elements of the air units have colored officer personnel. In the event trained colored officers are not available, qualified white officers will be detailed to conduct training with colored understudies. White officers thus detailed will be relieved prior to departure of Task Force.

3. Report will be submitted on 15 July and 15 Aug. on following with reference to this force:

a. Strength (officers, men and planes).
b. Present status of training.

1 Incl: Memo for CG, AAF
6/9/42 frm. ACS - OPD
n/Memo for record

O.A.A.
C/AFAEP

BHM:eb

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2. AFDMR AFRAD 6/16

1. For necessary action.

1 Incl: n/c

/s/M.S.F.
Dir. Mil. Req.

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3. AFRAD AFDPU 6/25
AFDMR
AFROM
AFTSC
AFAMC
AFRBS
AFPMP

1. In accordance with Item 1, paragraph 2 a, it is requested that:

a. Eighteen (18) P-40 type aircraft be furnished the 99th Fighter Squadron, Tuskegee, Alabama, as soon as possible, but not later than August 5, 1942.

b. An additional thirty-seven (37) P-40F aircraft equipped with HF radio (SCR-274), recognition lights and contactors (pip-squeak), be crated and made ready for overseas shipment for 99th Fighter Squadron, not later than August 31, 1942.

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c. Two hundred twenty-two (222) standard combat extension tanks (belly tanks, 52 gal. capacity), for P-40F aircraft be made ready for oversea shipment by boat for 99th Fighter Squadron, not later than August 31, 1942.

d. Units listed in Item 1, paragraph 2 b, be activated and brought to strengths indicated as soon as practicable, and concentrated at Tuskegee, Alabama.

(1) Personnel and equipment for 83rd Fighter Control Squadron (Reduced) should be as follows:

Personnel

4 Officers 107 Enlisted Men.

Equipment

Signal Corps Equipment Required:

4 ea. SCR 551 (Direction Finder) (already allotted)
2 ea HT-4 (Halicrafter)
6 ea SCR-188A or set suitable for radio link capable of voice transmission for 50 miles.

e. Personnel of the 83d Fighter Control Squadron and Control personnel of the 99th Fighter Squadron will be trained by personnel from the Fighter Command School at Tuskegee, Alabama.

2. The 689th Signal AW Reporting Co. (Frontier) has been activated and is now at Tuskegee with the following personnel:

a. Officers:

One (1) officer (white) is assigned temporarily.
One (1) officer (colored) is due to arrive on or before June 20, 1942 from Officer Candidate School, Ft. Monmouth, N.J.

b. Enlisted Men:

Three (3) enlisted men are now assigned.
Eight (8) enlisted men, now at Ft. Monmouth in the Radio Electrician School, are earmarked for this company.
Ninety-six (96) enlisted men have been shipped to the company. (This information from the Adjutant General (Major Allen).

3. Previous efforts to secure the five (5) additional colored officers required have not been successful. An R&R was sent to AFDMP on June 20, 1942, requesting further action in securing these officers.

4. The 689th Signal AW Reporting Co. (Frontier) should

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be equipped in accordance with T/BA No. 11-3 except necessary field and camp equipment should be furnished as no housing facilities will be available at the Radar sites they will operate. Two (2) Radar sets (SCR-270) are scheduled for delivery to this company in early July.

5. The 689th Signal AW Reporting Co. (Frontier) will require the addition of a special plotting platoon of three (3) officers and thirty-four (34) enlisted men giving an overall strength of seven (7) officers and one hundred thirty-nine (139) enlisted men. This unit is required to man the mobile information center

6. Information regarding the remaining Structure units is not available to this Directorate.

1 Incl. n/c

/s/WFW
Executive.

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4. AFDPU AFRBS 6/29

1. For recommendation as to service units and sections which will be included in the reorganized Task Force based on the 99th Fighter Squadron under new T/O's.

2. The recommendations of the Director of Air Defense are contained in the preceding serial and in serial No. 3 of the attached R&R, same subject, dated June 25, 1942.

3. It is requested that your recommendations be returned to the Program Planning & Control Unit at the earliest practicable for consideration before the attached papers are transferred to the other Directorates listed in serial No. 3.

4. Attention is invited to an original restriction upon total Army Air Force personnel for this force - 67 officers and 1,109 enlisted men which should not be exceeded under the reorganization.

Incls: R&R Ser. 1,2,[illegible] 6-23, 6-23 & 6-25 resp., added.

/s/ALN
Chief, Program Planning & Control
w/Incls.n/c

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5. AFRBS AFDPU 7/3

1. The Third Air Service Area Command has sent Col. Steel to Tuskegee Flying School to assist the CO in the reorganization of service units in accordance with new T/O's. Wright Field has advised us by telephone that Col. Steel sent them a tentative T/O and Special Equip. list of a Reduced Hq. & Hq. Sq. Serv. Gp & Serv. Sq Wright Field has been requested to forward this by air mail to this Directorate.

2. It is recommended that the attached papers be transferred to the other directorates listed in comment 3, and returned to this Directorate. By the time these papers have circulated among the other directorates, we will have received this information from Wright Field.

Incls: n/c

/s/LPW
Director/Base Services.

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99th Putsuit Sq. and Air Service Elements.

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6. AFDPU AFRBS 7/4

1. Returned for reconsideration in accordance with tlephone conversation between Colonel Foster and Colonel Burgess this date.

2. With the concurrence of OPD, it is now planned to redesignate the reduced Hq & Hq Sq, 96th Air Base Group and 366th Materiel Sq as Hq & Hq Sq, 96th Service Group and 366th Service Sq at new standard Tables of Organization Strengths.

/s/ALM
Chief, Program Planning & Control
RPS-6
MCD/sec

Incls, n/c

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7. AFRBS AFAEP 7/15

1. Returned to AFAEP direct in accordance with telephone conversation with Colonel Halversen.

2. Inasmuch as all combat squadrons are self-sustaining under new Tables of Organization, and taking into consideration the Ground Forces accompanying this movement, it is recommended that the 99th Fighter Squadron be reinforced by the following Service Squadron personnel and equipment:

Personnel:
- Parachute Shop
  - 1 Staff Sgt. parachute repairman (147)
- Mobile Repair Section specialists
  - 2 Sgts. Sheet Metal Workers (201)
  - 1 Sgt. Mechanic Ap. electrical specialist (686)
  - 1 Sgt. Mechanic Airplane instru. specialist (686)
  - 1 Pfc. Welder (256)

Equipment:
- 1 set of Equipment Mobile Repair
- 1 set of Equipment Portable Welding
- 1 Set of Equipment Parachute Packing
- Kits for mechanics listed above
- So much of the Kit Tool Materiel Squadron as is provided for mobile repair sections.

3. No other Service personnel is deemed necessary to maintain one Squadron.

4. The redesignation of the units as listed in para. 2 item 6, is concurred in.

L. P. W.
Dir/Base Services

Incls: n/c

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99th Pursuit Sq. & Air Service Elements.

8. AFAEF AFDMR 7/21 1. Par. 3 R/R dated 13 June 1942 above subject requested report on 15 July and 15 August on following with reference to this force:

a. Strength (officers, men and planes)
b. Present status of training.

2. Report 15 July has not been received.

Incls. n/c

(s) O. A. A.
Actg. C/AFAEF

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OPD 370.5 (6-9-42) June 9, 1942

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

Subject: 99th Pursuit Squadron.

1. In order to reduce the number of convoys across the South Atlantic and thus relieve strain on the Navy caused by furnishing naval escorts for convoys, it is desired to transport the Air Force elements of the STRUCTURE Defense Force at the same time as the ground force elements of that force. It is now planned to ship this force in September 1942.

2. It is desired that necessary action be taken to have the 99th Pursuit Squadron (1)(Col) and its supporting air service troops equipped and ready for shipment to overseas station in September 1942. In the event that sufficient fighter aircraft equipped for dive bombing and allocated to the 99th Pursuit Squadron from production are not available by this date they will be taken from those allocated from production to the Eastern Defense Command. Aircraft taken from that command will be replaced by those now allocated to the 99th Pursuit Squadron (1) (Col) as soon as they become available.

DWIGHT D. EISENHOWER
Major General
Assistant Chief of Staff

J. E. UPSTON
Colonel, G. S. C.
Chief, Africa - Middle East Theater.

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NOTE FOR RECORD:

The AF units of the STRUCTURE Defense Force are tentatively scheduled for shipment in November or December 1942. The Ground elements of this force will probably go in September 1942. Combining these two units will be advantageous in that one convoy is eliminated. The Construction Force will land at STRUCTURE about June 10, 1942. Although the date on which the construction will be complated can not yet be estimated it is probable that it will be completed by October 1, 1942 approximately the date now planned for the arrival of the Defense Force. The Construction Force has been preceeded by an advance detachment to do preliminary work and thus speed up the date of completion.

Colonel Kimble, CO of Air Corps Training Command at Tuskegee, Alabama, where the 99th Pursuit Squadron and its air service elements are training, states that these units can be trained by September 1942, if it be filled up with personnel and equipped. A sufficient number of graduate pilots will be ready on August 5, 1942 but will require fighter aircraft for transition training prior to departure.

Director of Air Defense, AAF (Col. Saville) states that if the squadron is ordered overseas, aircraft of a kind similar to those with which it will be equipped, will be provided for training.

At present, aircraft allocations provide fighter aircraft for the 99th Pursuit Squadron to be furnished between July 1st and December 30th. If these are not ready by September, aircraft planned for delivery to the Eastern Defense Command will be ready and the loss can be replaced by the ships now allocated to the 99th Pursuit Squadron.

S. & P. Group, OPD (Lt.Col. Lindsay) concurs.

CG, SOS (Col. Decker) concurs but states that this will reduce Bolero by this amount regardless of when it goes.

CG, AAF (Lt.Col.Halversen) concurs.

R&R Section, OPD (Col. Fair) concurs and states that units involved are already included in the 1942 Troop Basis.

North American Theater, OPD (COL. Fisher) concurs.

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99th Pursuit Sq. and Air Service Elements.

JH-aea

1 AFAEP AFDMR 1942 6/23

1. As originally planned, the air elements and services of this task force consisted of the following with strength indicated:

	Officers	E.M.
1 Pursuit Sq. (99th)	42	218
1 H Maint Gp (Reduced) (90th)	10	118
1 Materiel Sq. (Reduced) (300th)	9	201
1 Sec. (Operating) Interceptor Control Sq. (83d) (reduced)	2	85
1 Chem Plat Airdrome (Reduced) (101st)	1	19
1 Chem. Plat. AF Serv. Center (501st)	1	17
1 Ord Co. Avn (AF) (767th)	5	60
1 Plat. Ord. Co. Avn (Pur) (430th)	1	23
1 Sig. Rep. Co. (AW) Frontier (less 1 plat.) (689th)	6	105
1 Ferry Command Detachment	4	85

2. It is desired that the force be reorganized to conform with new T/O's and that this office be informed of new designations with appropriate reduced strengths to accomplish its mission.

3. Request this information be expedited.

/s/OAA
Exec., AFAEP

---

2. AEDMR AFRAD 6/23

1. For necessary action.

/s/MSF
Dir. Mil. Req.

---

3. AFRAD AFROM 6/25

1. For compliance with paragraph 2, Comment No. 1, the task force is reorganized as listed below:

	Officers	E.M.
1 Fighter Sq. (99th)	38 (27 pilots)	253
1 Fighter Cont. Sq.(83d reduced)	4	107
1 Sig Rep Co.(AW) Frontier (less 1 Rep Plat) (plus 1 spcl Plot Plat) (689th)	7	139

2. This Directorate has no information concerning remaining units listed in paragraph 1, Comment No. 1.

3. Strengths as listed in paragraph 1, above, are the minimum required for successful operation.

4. Forwarded to you for additional information as required by paragraph 2, Comment No. 1.

/s/WFM Executive

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Structure.

AFAEP
JH-mlf

1. AFAEP AFPTC 1942 7/29

1. Your attention is invited to attached copies of previous R/R on this subject. (Incl 1).

2. You are advised that this Division has today advised OPD that the following will comprise the Air Elements of this Task Force.

	Off	W.O.	E.M.
*99th Fighter Sq. (reinforced)	[illegible]		255
83d Fighter Cont Sq. (Med.)	4		107
689th Sig. Rep. Co. (AB)	9		142
Frontier (less 1 Rep. Plat).			
(plus 1 spcl plot plat)			
	[illegible]		504

*The 99th Fighter Sq. to be reinforced by the following Service Sq. personnel and equipment.

Personnel:

Parachute shop.
1 staff Sgt. parachute repairman (147)
Mobile Repair Section specialists
2 Sgts. sheet metal workers (201)
1 Sgt. Mechanic Ap. electrical specialist (685)
1 Sgt. Mechanic Ap. Instrument specialist (686)
1 PFC Welder (256)

Equipment:

1 Set of Equipment Mobile Repair
1 Set of Equipment Portable Welding
1 Set of Equipment Parachute Packing
Kits for mechanics listed above.
So much of the Kit Tool Material Sq. as is provided for mobile repairs sections.
(continued)

A-1/AS
A-2/AS
Intel. S.
A-3/AS
A-4/AS
Plans/AS
Insp/AS
Mil. Req.
A. Def.
Bomb.
Gr. Sup.
Base S.
War O&M
Ind. Tr.
Tech. S.
Comm.
Weather
Traffic
Photo. M&C
Tech. Insp.
Pub. Rel.
Dir. Pers.
Mil. Pers.
Civ. Pers.
Surg.
J. Advoc.
Budget
Fiscal
Mgmt. Con.
Adj. Gen.
Org. Pl.
Stat. Pl.
Leg. Pl.
Mat. C.
A. S. C.
F. C.

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O.P.D

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A-2/AS
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A-3/AS
A-4/AS
Plans/AS
Insp/AS
Mil. Req.
A. Def.
Bomb.
Gr. Sup.
Base S.
War O&M
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Budget
Fiscal
Mgmt. Con.
Adj. Gen.
Org. Pl.
Stat. Pl.
Leg. Pl.
Mat. C.
A. S. C.
F. C.

Structure.

1. AFAEP AFFTC 6/29 (con)

3. For your information Operations Division, WDGS, has ordered that only the following motor transportation will accompany Air Units:

Truck, Field Servicing	2
Car, light, five passenger	1
Truck ¼-Ton 4x4	8
Tractor, with 2-ton crane	1
Tractor, heavy duty	1
Truck, engineering shop	1
Truck, instrument shop	1
Truck, technical supply	1
Truck, 2½-Ton cargo	2
Total	18

4. The Commanding Officer of the Task Force has stated that in view of the limited experience of the Colored pilot personnel, a qualified colored commander is not now available. It is, therefore, recommended that a qualified white officer be detailed to command the squadron until such time as a qualified colored officer is available. The white officer detailed will be in addition to T/O Strength.

5. You will be responsible for the training of this Task Force.

Incl: R/R 1 to 8 w/Incls
Dated 6/13 to 7/21

O. A. A.
C/AFAEP

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Structure.

1. AFAEP AFTTC 1942 7/29

AFAEP
JH-mlf

1. Your attention is invited to attached copies of previous R/R on this subject. (Incl 1).

2. You are advised that this Division has today advised OPD that the following will comprise the Air Elements of this Task Force.

	Off	W.O.	E.M.
*99th Fighter Sq. (reinforced)	39		255
83d Fighter Cont Sq. (Med.)	4		107
689th Sig. Rep. Co. (AM)	9		142
Frontier (less 1 Rep. Plat). (plus 1 spcl plot plat)			
	52		504

*The 99th Fighter Sq. to be reinforced by the following Service Sq. personnel and equipment.

Personnel:

Parachute shop.
1 staff Sgt. parachute repairman (147)
Mobile Repair Section specialists
2 Sgts. sheet metal workers (201)
1 Sgt. Mechanic Ap. electrical specialist (685)
1 Sgt. Mechanic Ap. Instrument specialist (686)
1 PFC Welder (256)

Equipment:

1 Set of Equipment Mobile Repair
1 Set of Equipment Portable Welding
1 Set of Equipment Parachute Packing
Kits for mechanics listed above.
So much of the Kit Tool Materiel Sq. as is provided for mobile repairs sections.
(continued)

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Structure.

1. AFAEP AFFTC 6/29 (con)

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Truck, Field Servicing	2
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Truck ¼-Ton 4x4	8
Tractor, with 2-ton crane	1
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Truck, engineering shop	1
Truck, instrument shop	1
Truck, technical supply	1
Truck, 2½-Ton cargo	2
Total	18

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5. You will be responsible for the training of this Task Force.

Incl: R/R 1 to 8 w/Incls Dated 6/13 to 7/21

O. A. A.
C/AFAEP

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AFWAD/F
TOR:mgs

December 1, 1942

MEMORANDUM FOR: Lt. Colonel Taylor, APAEP.

Subject: Movement of the 99th Fighter Squadron and Associated Units.

1. Concur in proposed memo to OPD, except as follows:

a. Section II, paragraph 3 - change to read: "The 83rd Fighter Control Squadron (Red.) be inactivated and personnel and equipment be transferred to the 332nd Fighter Control Squadron."

b. Insert after Section II, paragraph 3, the following: "The 689th Signal Reporting Company (A.W.) Frontier be relieved from assignment to the Southeast Training Center and assigned to the Third Air Force as associate unit to the 332nd Fighter Group."

T. C. ROGERS,
Lt. Colonel, Air Corps,

Room 4325
Munitions Building
Extension: 73706

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WAR DEPARTMENT
War Department General Staff
Operations Division
WASHINGTON

OPD 370.5/DO (11-12-42) November 12, 1942

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

Subject: Movement of 99th Fighter Squadron and Associated Units

1. It is probable that the 99th Fighter Squadron and associated units which are now under Movement Orders, Shipment #9288 will not leave for overseas station for sometime. The date of departure is indefinite at present and depends upon the shipping situation.

2. It is desired that these units continue their training, unpacking such equipment as is necessary to conduct the training. At least five (5) days notice will be furnished these units before they must leave for the port. This will give adequate time to repack such equipment as is required for training.

By direction of the Commander-in-Chief

THOS. T. HANDY
Major General
Assistant Chief of Staff

/s/ Walter C. Sweeney, Jr.

WALTER C. SWEENEY, JR.,
Colonel, A.C.,
Executive, Theater Group, OD-WDGS.

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1 ~~Included~~ Ambulance

1 ~~Included~~ 3 trucks, ~~3/4 ton weapons carrier~~

Needs approval of manning tables

Needs extra equip. lists for 83rd Cont SQ.

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1 orig } C. G 3d AF.
1 copy

1 copy C G Structure.

1 copy C O Tuskegee.

1 copy central files.

1 copy AFAEP (Col. Halverson)

1 copy AFRAD.

1 copy Fighter Division.

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8/10/45

Nowhere in statement made that all of these units will be colored - both officers and enlisted personnel commanded by Negro officers.

This should be noted in the letter to Illinois C of C —

P. E.

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1st Ind. 40-O aw

Headquarters, Southeast Army Air Forces Training Center, Maxwell Field, Ala., August 13, 1942. To: Commanding General, Army Air Forces; Attention: Plans Division; Washington, D. C.

Noted.

For the Commanding Officer:

3292

A. M. Woody.

A. M. WOODY,
Lt. Col., Air Corps,
Executive.

5 Incls. n/c.

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1st Ind. 40-0 aw

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Noted.

For the Commanding Officer:

A. M. WOODY,
Lt. Col., Air Corps,
Executive.

5 Incls. n/c.

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Noted.

For the Commanding Officer:

3292

A. M. WOODY,
Lt. Col., Air Corps,
Executive.

5 Incls. n/c.

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HEADQUARTERS
TUSKEGEE ARMY FLYING SCHOOL
TUSKEGEE, ALABAMA

SECRET
Auth: CO, TAFS
Initials:
Date: 8/12/42

August 11, 1942

SUBJECT: Status of Training of Task Force 5889.

TO : Commanding General, Southeast Army Air Forces Training Center, Maxwell Field, Alabama.

1. On Saturday, August 8, 1942, Lieutenant Colonel Joseph Halverson, GSC, Plans Division, Office of the Chief of the Army Air Forces, called this headquarters by long distance telephone and requested the Commanding Officer to supply the following information relative to units of Task Force 5889:

a Commanding Officer of each unit.

b Strength in Officers and men.

c Percentage of training accomplished as of even date.

d Estimated percentage of training by September 20, 1942.

e Status of equipment.

A check of training accomplished and scheduled was made pursuant to this request, together with a check of equipment, and this date when Colonel Halverson called for the report over long distance telephone, he was informed as follows: To accomplish transition to P-40 aircraft and prepare the pilot personnel for duty would require a course of approximately sixty (60) hours flying. There are nine P-40 aircraft assigned to this station and all engineering figures available indicate that with optimistic performance an average of six will be maintained in commission. To assure twenty-seven (27) pilots being available on call will require not less than thirty (30) in training. As closely as can be estimated by those familiar with this work, completion of a program as outlined in the attached Inclosure would require not less than eighteen (18) P-40's available this date. Future delivery of the difference will not accomplish the objective because on every aircraft which has been received considerable work has had to be undertaken, either in the Sub-Depot or by the Squadron. It is estimated that the schedule as outlined can be accomplished by the end of October with the aircraft now available provided no serious losses without replacement are suffered. Oxygen equipment has not been available, nor is it expected that it will be available in the near future. Twenty hours of gunnery cannot be accomplished at this station, nor can it be included in the training schedule between now and the middle of September without serious curtailment of Interceptor training and work with the AWS equipment, which installations are now being completed.

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2. On receipt of this information Colonel Halverson terminated the conversation with the statement that this station would be further informed as to a completion date on training.

3. Copies of reports from the officers supervising the instruction of the 99th Fighter Squadron, 83rd Fighter Control Squadron, 689th Signal Aircraft Warning Reporting Company, and the 101st and 501st Chemical Platoons are attached hereto and marked Inclosures 1, 2, 3, 4, and 5.

4. Lt. Colonel Halverson has requested a copy of these reports and it is desired to bring out the following additional items:

a There are no facilities at this station for small arms fire other than pistol and sub-machine gun, the latter at very close range into the pistol butts, which would be training in mechanical operation only rather than marksmanship.

b An extension of the training period to October 30, 1942, would allow time for a week of aerial gunnery but will not permit of time for field exercises as recommended by the officer in charge of instruction for the Signal Aircraft Warning Reporting Company.

c Certain equipment not yet received by the 83rd Fighter Control Squadron is essential to operation, together with the installation of two additional telephone lines to outlying stations. The officer in charge of Fighter Control instruction has remarked that future training schedules are dependent on the functioning of equipment and this cannot be tested until the installation is complete.

d Certain Ordnance and Signal equipment required by those organizations cannot be procured until Warning or Movement Orders for specific units have been received. Lacking such orders, it has not been possible to get preliminary information as to the length of time required to procure these items.

5. It is requested that a copy of this report together with copies of the reports from the several organizations be released for dispatch by special delivery mail direct from this headquarters to Lt. Colonel Halverson.

Frederick V. H. Kimble

FREDERICK V. H. KIMBLE
Colonel, Air Corps
Commanding

5 Incls.
#1-Report, 83rd Fighter Control Sqd.
#2-Report, 689th Aircraft Warning Report. Co.
#3-Report, 99th Fighter Squadron
#4-Report, 101st Chemical Platoon
#5-Report, 501st Chemical Platoon

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Auth: CO, TAFS
Initials: _____
Date: 8/12/42

August 11, 1942

SUBJECT: Status of Training of Task Force 5889.

TO : Commanding General, Southeast Army Air Forces Training Center, Maxwell Field, Alabama.

1. On Saturday, August 8, 1942, Lieutenant Colonel Joseph Halverson, GSC, Plans Division, Office of the Chief of the Army Air Forces, called this headquarters by long distance telephone and requested the Commanding Officer to supply the following information relative to units of Task Force 5889:

a Commanding Officer of each unit.

b Strength in Officers and men.

c Percentage of training accomplished as of even date.

d Estimated percentage of training by September 20, 1942.

e Status of equipment.

A check of training accomplished and scheduled was made pursuant to this request, together with a check of equipment, and this date when Colonel Halverson called for the report over long distance telephone, he was informed as follows: To accomplish transition to P-40 aircraft and prepare the pilot personnel for duty would require a course of approximately sixty (60) hours flying. There are nine P-40 aircraft assigned to this station and all engineering figures available indicate that with optimistic performance an average of six will be maintained in commission. To assure twenty-seven (27) pilots being available on call will require not less than thirty (30) in training. As closely as can be estimated by those familiar with this work, completion of a program as outlined in the attached Inclosure would require not less than eighteen (18) P-40's available this date. Future delivery of the difference will not accomplish the objective because on every aircraft which has been received considerable work has had to be undertaken, either in the Sub-Depot or by the Squadron. It is estimated that the schedule as outlined can be accomplished by the end of October with the aircraft now available provided no serious losses without replacement are suffered. Oxygen equipment has not been available, nor is it expected that it will be available in the near future. Twenty hours of gunnery cannot be accomplished at this station, nor can it be included in the training schedule between now and the middle of September without serious curtailment of Interceptor training and work with the ARS equipment, which installations are now being completed.

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2. On receipt of this information Colonel Halverson terminated the conversation with the statement that this station would be further informed as to a completion date on training.

3. Copies of reports from the officers supervising the instruction of the 99th Fighter Squadron, 83rd Fighter Control Squadron, 689th Signal Aircraft Warning Reporting Company, and the 101st and 501st Chemical Platoons are attached hereto and marked Inclosures 1, 2, 3, 4, and 5.

4. Lt. Colonel Halverson has requested a copy of these reports and it is desired to bring out the following additional items:

a There are no facilities at this station for small arms fire other than pistol and sub-machine gun, the latter at very close range into the pistol butts, which would be training in mechanical operation only rather than marksmanship.

b An extension of the training period to October 30, 1942, would allow time for a week of aerial gunnery but will not permit of time for field exercises as recommended by the officer in charge of instruction for the Signal Aircraft Warning Reporting Company.

c Certain equipment not yet received by the 83rd Fighter Control Squadron is essential to operation, together with the installation of two additional telephone lines to outlying stations. The officer in charge of Fighter Control instruction has remarked that future training schedules are dependent on the functioning of equipment and this cannot be tested until the installation is complete.

d Certain Ordnance and Signal equipment required by those organizations cannot be procured until Warning or Movement Orders for specific units have been received. Lacking such orders, it has not been possible to get preliminary information as to the length of time required to procure these items.

5. It is requested that a copy of this report together with copies of the reports from the several organizations be released for dispatch by special delivery mail direct from this headquarters to Lt. Colonel Halverson.

FREDERICK V. H. KIMBLE
Colonel, Air Corps
Commanding

5 Incls.
#1-Report, 83rd Fighter Control Sqd.
#2-Report, 689th Aircraft Warning Report. Co.
#3-Report, 99th Fighter Squadron
#4-Report, 101st Chemical Platoon
#5-Report, 501st Chemical Platoon

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Auth: CG, TAAS
Initials: ____
Date: 8/12/42

August 11, 1942

SUBJECT: Status of Training of Task Force 5809.

TO : Commanding General, Southeast Army Air Forces Training Center, Maxwell Field, Alabama.

1. On Saturday, August 8, 1942, Lieutenant Colonel Joseph Halverson, GSC, Plans Division, Office of the Chief of the Army Air Forces, called this headquarters by long distance telephone and requested the Commanding Officer to supply the following information relative to units of Task Force 5809:

a Commanding Officer of each unit.

b Strength in Officers and men.

c Percentage of training accomplished as of even date.

d Estimated percentage of training by September 20, 1942.

e Status of equipment.

A check of training accomplished and scheduled was made pursuant to this request, together with a check of equipment, and this date when Colonel Halverson called for the report over long distance telephone, he was informed as follows: To accomplish transition to P-40 aircraft and prepare the pilot personnel for duty would require a course of approximately sixty (60) hours flying. There are nine P-40 aircraft assigned to this station and all engineering figures available indicate that with optimistic performance an average of six will be maintained in commission. To assure twenty-seven (27) pilots being available on call will require not less than thirty (30) in training. As closely as can be estimated by those familiar with this work, completion of a program as outlined in the attached Inclosure would require not less than eighteen (18) P-40's available this date. Future delivery of the difference will not accomplish the objective because on every aircraft which has been received considerable work has had to be undertaken, either in the Sub-Depot or by the Squadron. It is estimated that the schedule as outlined can be accomplished by the end of October with the aircraft now available provided no serious losses without replacement are suffered. Oxygen equipment has not been available, nor is it expected that it will be available in the near future. Twenty hours of gunnery cannot be accomplished at this station, nor can it be included in the training schedule between now and the middle of September without serious curtailment of Interceptor training and work with the AES equipment, which installations are now being completed.

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2. On receipt of this information Colonel Halverson terminated the conversation with the statement that this station would be further informed as to a completion date on training.

3. Copies of reports from the officers supervising the instruction of the 99th Fighter Squadron, 83rd Fighter Control Squadron, 689th Signal Aircraft Warning Reporting Company, and the 101st and 501st Chemical Platoons are attached hereto and marked Inclosures 1, 2, 3, 4, and 5.

4. Lt. Colonel Halverson has requested a copy of these reports and it is desired to bring out the following additional items:

a. There are no facilities at this station for small arms fire other than pistol and sub-machine gun, the latter at very close range into the pistol butts, which would be training in mechanical operation only rather than marksmanship.

b. An extension of the training period to October 30, 1941, would allow time for a week of aerial gunnery but will not permit of time for field exercises as recommended by the officer in charge of instruction for the Signal Aircraft Warning Reporting Company.

c. Certain equipment not yet received by the 83rd Fighter Control Squadron is essential to operation, together with the installation of two additional telephone lines to outlying stations. The officer in charge of Fighter Control Instruction has remarked that future training schedules are dependent on the functioning of equipment and this cannot be tested until the installation is complete.

d. Certain Ordnance and Signal equipment required by these organizations cannot be procured until warning or movement orders for specific units have been received. Lacking such orders, it has not been possible to get preliminary information as to the length of time required to procure these items.

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FREDERICK V. H. KIMMEL
Colonel, Air Corps
Commanding

5 Incls.
#1-Report, 83rd Fighter Control Sqd.
#2-Report, 689th Aircraft Warning Report. Co.
#3-Report, 99th Fighter Squadron
#4-Report, 101st Chemical Platoon
#5-Report, 501st Chemical Platoon

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DIRECTOR OF FIGHTER TRAINING
Tuskegee Army Flying School
Tuskegee, Alabama

RHR:s

SECRET
Auth: CO TAFS
Initials:
Date: 8/7/42

August 9, 1942

SUBJECT: Status of Training and Supply of 99th Fighter Squadron.

TO : Commanding Officer, Tuskegee Army Flying School, Tuskegee, Alabama.

1. Desired training schedule for 99th Fighter Squadron:

Transition	10 hrs.	
Formation	15 hrs.	(3 hrs. above 20,000 ft.)
Navigation	5 hrs.	
Instruments	10 hrs.	biplace
	5 hrs.	fighter type
Acrobatics	5 hrs.	
Combat	5 hrs.	(2 hrs. above 20,000 ft.)
Intercept Procedure	3 hrs.	
Night Flying	5 hrs.	(2 hrs. navigation)
Altitude	2 hrs.	
	60 hrs.	total

20 hrs. gunnery (6 hrs. ground and 14 hrs. aerial), desired but cannot be accomplished at this Station.

2. This training ~~cannot~~ be completed by Sept 30 1942 only if the various other types of aircraft assigned this Station are used, that is, part of the navigation, formation, acrobatics, combat and night navigation would have to be accomplished in AT-6 type aircraft. It is not believed that sixty (60) hrs. of training of this type will qualify these trainees as combat pilots. However, were all this training to take place in P-40 type equipment, it is my belief that after gunnery training at some other station, these pilots would be ready for tactical operations.

3. At the present time there are nine (9) P-40 type airplanes assigned to this Station to complete the course of sixty (60) hrs. for thirty (30) trainees by Sept 30 1942. It will take 18 such type aircraft. In addition to normal transition, instruction from three (3) to six (6) ships a day must be made available for use with the fighter Command School. The training of this Squadron cannot be satisfactorily completed unless additional fighter type equipment is made available.

INCLOSURE NO. 1

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4. Actual strength and supply status of the 99th Fighter Squadron:

22 Flying Officers
6 Non-Flying Officers — 225 Enlisted Men

5. Radio Section strength:

1 Trained man. — 16 Untrained men.

6. Armament Section strength:

40 Trained men.

7. Squadron Supply:

Entirely equipped by August 15, 1942, if promised shipments arrive.

8. Thirty (30) pilots at 60 hrs. each = 1,800 hrs., total flying time desired. 1,800 hrs. divided by 42 flying days = 42 hrs. and 50 minutes daily to accomplish scheduled training.

ROBERT R. ROLAND
Major, Air Corps
Director

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FIGHTER COMMAND SCHOOL
Tuskegee Army Flying School
Tuskegee, Alabama

EWK:s
SECRET
Auth: CO TAFS
Initials:
Date: 8/8/42

August 8, 1942

SUBJECT: Status 83rd Fighter Control Squadron Strength, Status 689th AWS Co. Plotting Platoon Strength, Status Equipment and Training of Above.

TO : Commanding Officer, Tuskegee Army Flying School, Tuskegee, Alabama.

1. Present strength: 83rd Fighter Control Squadron

2 Officers 108 Enlisted Men (1 hospital)
(1 AWOL)

2. Present strength: 689th AWS Co. Plotting Platoon

1 Officer 35 Enlisted Men

3. Status Equipment: The following equipment is short -

a. All items checked on attached requisition.

b. 3 Crystals - 21 - 25 - 1
36 - 50 - 2

c. Ordered by telephone from Washington:

1 complete portable information center.

4. Training:

689th AWS CO. Plotting Platoon - completed
83rd D/F Room Plotters - completed
83rd Interceptor Plotters - completed
83rd D/F Station Operators - completed on fixed station warnings 10 days training on planes essential.

99th Controllers & Deputies - basic and synthetic operations completed 10 days training actual operations with planes essential.

INCLOSURE NO. 2

-1-

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5. By August 20 all training could be completed only according to the following:

a. That equipment that is listed as 'short' arrives here by August 11.

b. That telephone lines to D/F stations are installed and operating by August 12.

c. That H. F. equipment produces satisfactory results in operation.

d. That controllers and pilots show normal aptitude in learning actual operations.

6. Recommendation:

That conclusions on status of these organizations be deferred until equipment necessary for actual operations arrives, has been tested, and officers and men have been given one weeks training in actual operation.

7. Attached copies of requisitions are requested for early return to files of 83rd Fighter Control Squadron.

EVERETT W. KING
Captain, Air Corps

6 Incls.
Requisitions

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RADAR TRAINING DEPARTMENT
Tuskegee Army Flying School
Tuskegee, Alabama

LHD:s

SECRET
Auth: CO TAFS
Initials:
Date: 8/7/42

August 9, 1942.

SUBJECT: Status of the 689th Signal Aircraft Warning Reporting Company, Special

TO : Commanding Officer, Tuskegee Army Flying School, Tuskegee, Alabama.

1. Company Commander is Captain Herbert H. Orr, Signal Corps (O-268513).

2. Present strength of organization:

3 Officers	141 Enlisted Men
9 Officers authorized	124 Enlisted Men authorized

3. Status of Equipment:

As per attached requisitions to be returned. (1st Incl)

4. Status of Training:

Radar: 70% trained
Administrative: 75% trained
Entire Company:
Completely trained in -
Physical training
Dismounted drill
Articles of War
Military Sanitation and First Aid
Military Courtesy
Interior Guard Duty
Defense Against Air Attack
Organization of Air Force Combat Command
Partly trained in -
Defense Against Chemical Attack
Equipment, Clothing and Tent Pitching
Basic Signal Communication
Untrained in -
Radio Operating (No equipment available for garrison training)
Message Center
Marksmanship

INCLOSURE NO. 3

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5. By _____ 1942 this organization can be at least 90% trained, provided that all equipment necessary for training is available for such by _____ 1942. Also it is necessary for a Field Exercise for from one (1) to four (4) weeks in conjunction with the 83 Fighter Command Squadron.

LAWRENCE H. DYVAD
1st Lt., Signal Corps
Director

1 Incl:
Requisition

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101ST CHEMICAL PLATOON AIRDROME (REDUCED)
Tuskegee Army Flying School
Tuskegee, Alabama

SECRET
Auth: CO,TAFS
Initials:
Date: 8/9/42

SUBJECT: Status of the 101st Chemical Platoon Airdrome (Reduced).

TO : Commanding Officer, Tuskegee Army Flying School, Tuskegee, Alabama.

1. Company Commander is First Lieutenant Harold C. Leighton, CWS, O-320401.

2. Present strength of organization:

3 Officers	18 Enlisted men
1 Officer authorized	19 Enlisted men authorized

3. Status of equipment: This organization lacks controlled items of equipment but contains at least sixty per cent of the supplies (not controlled items) necessary for complete mobilization. This sixty per cent represents mainly organizational equipment necessary for functioning in the field, but lacks essential items pertaining to chemical warfare decontamination work.

4. Status of training:

Decontamination: 50% trained
Administrative: 75% trained
Entire Platoon: Completely trained in:
- Physical Training
- Dismounted drill
- Articles of war
- Military sanitation and first-aid
- Military Courtesy
- Interior Guard duty
- Identification of Chemical Agents
- Individual protection against chemical agents

Partly trained in:
- Decontamination of areas and buildings
- Equipment, clothing, and tent pitching
- Collective protection against chemical agents
- Incendiaries

Untrained in:
- Marksmanship
- Field maneuvers
- Organization of the Army Air Forces
- Tactical employment of the Army Air Forces units

INCLSOURE NO. 4

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5. By September 20, 1942, this organization can be at least eighty per cent trained provided that all equipment necessary for training is available for such by August 20, 1942.

HAROLD C. BRIGHTON
1st Lt., C. W. S.
Commanding

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501ST CHEMICAL PLATOON AIRDROME (REDUCED)
Tuskegee Army Flying School
Tuskegee, Alabama

SECRET
Auth: CO, TAPS.
Initials
Date: 8/9/42

August 9, 1942

SUBJECT: Status of 501st Chemical Platoon Air Force Service Center (Reduced)

TO : Commanding Officer, Tuskegee Army Flying School, Tuskegee, Ala.

1. Company Commander is First Lieutenant Allen B. Scott, CWS, 0-351439.

2. Present strength of organization:

3 officers	17 enlisted men
1 officer authorized	17 enlisted men authorized

3. Status of equipment: This organization lacks controlled items of equipment but contains at least sixty per cent of the supplies (not controlled items) necessary for complete mobilization. This sixty per cent represents mainly organizational equipment necessary for functioning in the field, but lacks essential items pertaining to Refilling Point Unit duties.

4. Status of training:

Platoon Headquarters: 75% trained
Supply Section: 60% trained
Refilling Point Section: 40% trained
Entire Platoon completely trained in:
- Dismounted drill
- Physical training
- Articles of War
- Military Sanitation and first-aid
- Military Courtesy
- Interior guard duty
- Identification of Chemical Agents
- Protection against chemical warfare

Partly trained in:
- Rifle marksmanship
- Decontamination
- Equipment, clothing, and tent pitching
- Collective protection against chemical warfare
- Incendiaries
- Storage and handling of chemicals
- Air Forces Supply procedure
- Infantry tactics

Untrained in:
- Field maneuvers
- Refilling chemical tanks
- Tactics of the Army Air Forces

INCLOSURE No. 5

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5. By September 20, 1942, this organization can be at least eighty per cent trained provided that all equipment necessary for training is available for such by August 20, 1942.

ALLEN J. SCOTT
1st Lieutenant, CWS
Commanding

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HAB:bb
AFHAD/F

August 8, 1942.

Structure Force.

Commanding General
3rd Air Force
Drew Field
Tampa, Florida.

1. Effective at once, the responsibility for training and equipping the Structure Task Force (Colored), now at Tuskegee, Alabama, is given your Command. It is estimated that the Force will depart for overseas station on or about October 1, 1942.

2. The following is submitted for your information:

a. Composition of Task Force

	Officers	E.M.
99th Fighter Sq.	39	249
83rd Fighter Cont. Sq.(red)	4	107
Serv. Sq. Detach.	2	34
Ordnance Detach.	1	4
880th Sig. Rep. Co. (AB) (less 1 Rep. Plat.) (plus 1 spec. Plot. Plat.)	9	142
TOTAL	55	536

b. Personnel

(1) 99th Fighter Squadron

Per T/O No. 1-27, A.A., dated July 1, 1942, plus one Squadron Commander (white), who will be relieved when Squadron Commander (colored) is qualified.

(2) 83rd Fighter Control Squadron (red)

Will be composed as follows:

(See Inclosure No. 1)

1 Copy for Col Johnson

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(3) Service Squadron Detachment
Will be composed as follows:

1	Capt.	Engineering Officer
1	Capt.	Technical Supply Officer
1	T/Sgt.	Ap and Engine Mech (008)
1	T/Sgt.	Supply (821)
1	S/Sgt.	Ap Mech (prop Spec) (008)
1	S/Sgt.	Sheet Metal Worker (201)
1	S/Sgt.	Parachute Repairman (147)
1	S/Sgt.	Clerk, Record (323)
1	Sgt.	Ap and Eng Mech (008)
2	Sgt.	Sheet Metal Worker (201)
1	Sgt.	Welder, Combination (256)
1	Sgt.	Machinist (114)
1	Sgt.	Ap Elec Spec Mech (685)
1	Sgt.	Mech Ap Inst Spec (686)
1	Sgt.	Carpenter Packer (808)
1	Sgt.	Aircraft Dope and Fabric Worker (007)
1	Sgt.	Automobile Mechanic (050)
1	Sgt.	Clerk, Administrative
1	Sgt.	Clerk, Supply
1	Cpl.	Ap and Eng Mech (008)
1	Cpl.	Parachute Repairman (147)
1	Cpl.	Tech Supply (821)
1	Cpl.	Operator Wrecking Unit (348)
1	Cpl.	Cook (060)
2	PFC	Ap and Eng Mech (008)
1	PFC	Aircraft Welder (256)
1	PFC	Operator Wrecking Unit (348)
1	PFC	Machinist (114)
2	PFC	Stock Record Clerk (323)
2	Pvt.	Carpenter (060)
1	Pvt.	Automobile Mechanic (014)
1	Pvt.	Cooks Helper (321)

TOTAL: 2 Officers, 34 Enlisted Men

(4) Ordnance Detachment
Will be composed as follows:

1	1st Lt.	Ordnance Officer and Property Officer
1	T/Sgt.	Chief Clerk
1	Sgt.	Armorer (011)
1	Cpl.	Munitions Worker (804)
1	PFC.	Clerk, general

TOTAL: 1 Officer 4 Enlisted Men

(5) 689th Sig. Rep. Co. (AW) Frontier, T/O 11-468 (less 1 Rep. Plat) (plus 1 spec. Plot. Plat.)
Personnel for the special plotting platoon will be as listed:

1	1st Lieutenant
2	2nd Lieutenant
3	Total Commissioned

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1 Master sergeant, including
(1) Chief plotter, teller (725)
2 Technical sergeant, including
(1) Assistant chief plotter, teller (725)
(1) Chief clerk, raid (055)
2 Staff sergeant, including
(1) Assistant chief clerk, raid (055)
(1) Chief operator, radio (766)
4 Sergeant, including
(1) Chief plotter (725)
(1) Chief radio mechanic (174)
(2) Filterer, aircraft warning (515)
1 Technician, grade 4)
12 Technician, grade 5)
6 Private, first class) including
9 Private)
(3) Clerk, status and raid (055), technician, 5th grade
(2) Clerk, status (055)
(1) Installer-repairman, telephone and telegraph (097), technician, 5th grade
(1) Operator, radio, high speed (766), technician, 4th grade
(1) Operator, radio, high speed (766), technician, 5th grade
(1) Operator, radio, slow speed (766), technician, 5th grade
(5) Plotter (725), technician, 5th grade
(7) Plotter (725)
(2) Teller (704), technician, 5th grade
(1) Truckdriver, light (345)
(4) Non-specialist (521)
37 Total enlisted men.

a. Equipment:

(1) 50th Fighter Squadron

Equipment will be as authorized for issue to Fighter Squadron, (S.E.) per T/O 1-27, A.A., dated July 1, 1942, and T/BA No. 1, Army Air Forces, dated July 1, 1942, except, transportation as listed below only will be included:

Truck, ¼ ton, 4 x 4 . . . . 8 ea.
Truck, 2½ ton, 6 x 6 . . . . 2 ea.
cargo, w/winch
Truck, emergency repair, complete . . . . . 1 ea.
Truck, 3/4 ton, 4 x 4 command, w/o winch . . . 1 ea.
Trailer, 1 ton, 2-wheel, cargo 1 ea.

(2) 53rd Fighter Control Squadron (Rad.)

Equipment will be as listed in attached Special Table of Equipment for the 53rd Fighter Control Squadron, except that no transportation will be included.

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(3) Service Squadron Detachment (cont.)

Equipment for the Service Squadron Detachment will be as listed below:

Mechanic Kits for mechanics and specialists in accordance with rating.
1 Set of Equipment, Mobile Repair, T/O 00-30-14.
1 Pa. Set, Portable Welding, T/O 00-30-17.
So much of Kit, Tool, Service Sq. 00-30-110 as applies to the Mobile Repair Unit.
1 Pa. Set of Equipment, Parachute Packing, T/O 00-30-16 (reduced)
1 Pa. lathe (same as provided in Field Shop Set) T/O 00-30-13.
1 Pa. Generating Set for Welding Oxygen and Acetylene
25% of organizational equipment of service arms other than Army Air Forces will be authorized for issue to service squadrons per T/BA No. 1 for Army Air Forces, dated July 1, 1942, except that the following motor transportation equipment only will be provided:

Truck, Fuel servicing (Type F-2) . . .	2 ea.
Tractor, heavy duty.	1 ea.
Truck, wrecking.	1 ea.

(4) Ordnance Detachment

The Ordnance Detachment will be authorized the following equipment:

Stockage -- 1/5 of quantity indicated on T/O& Memo 20-40 for applicable items.

(5) 690th Signal Aircraft Reporting Co. (Frontier) (less 1 Rad. Det.) (plus 1 Msng. Det. Det.)

Equipment as authorized in T/BA No. 11-3, for a Reporting Co., Frontier, will not apply to the 690th Signal Reporting Company.

Equipment will be as authorized by T/BA No. 11-3, dated March 1, 1942, for Signal Reporting Company, Aircraft Warning, Mobile Type, less all transportation and plus the following:

Item	Quantity
Brush, Artist, camel hair in quill, #2	1
Brush, Artist, camel hair in quill, #4	1
Brush, Artist, camel hair in quill, #6	1
Brush, sign writing 3/8 inch	2
Brush, sign writing 1/2 inch	2
Brush, sign writing 1/4 inch	2
Brush, Varnish, flat, 2 inch	2
Brush, Paint, flat, 3 inch	1
Brush, Paint flat, 1 inch	1

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Item	Quantity
Compass, lensatic w/carrying case	3
Drafting Equipment, Company	1
Eraser, rubber, ink, oblong, gray, both ends beveled	6
Ink, drawing, black, 3/4 oz. bottle	6
Ink, drawing, blue, 3/4 oz. bottle	3
Ink, drawing, carmine, 3/4 oz. bottle	3
Instruments, drawing, field set	2
Knife, drawing, folding handle, 10 inch	1
Paper, drawing, cross-section, 20 inch wide ruled in green, 10 x 10 to 1 inch, 30 yd. roll	1
Paper, tracing, heavy, 36" wide, 20 yd. roll	3
Pencil, drawing H	48
Pencil, drawing 3H	36
Pencil, drawing, colored, red	36
Pencil, drawing, colored, blue	36
Pencil, drawing, colored, green	36
Penholder, writing	3
Protractor, Bristol board circular 14 inch diameter graduated to 1/2 degree	3
Protractor, xylonite, semi-circular 12 inch graduated in degrees	2
Socket, Weatherproof, Medium Screw base with 6 inch leads	36
Straightedge, steel, 1 edge beveled, 3 ft.	1
Tape, Adhesive, transparent, 3/8 " wide 12 yd. roll	12
Cement, Rubber gal.	1
Pen, Speedball	
Size B-2	6
Size B-3	6
Size B-5	6
Size B-4	6
Size B-5	6
Size B-6	6
Size A-0	6
Tape, "Scotch" drafting, 1" wide roll	4
Thinner, Rubber Cement qt.	1

QUARTERMASTER

Can-opener, mechanical	2
Clock, Alarm	3
Drum, gasoline, 55-gal.	12
Funnel, tin, 2 qt.	2
Sharpener, pencil, office, transparent	1
Shears, office, class "2" bankers, 8 overall	2
Tent, wall, small, complete w/fly-pins-poles	6
Tent, pyramidal, complete w/pins-and-poles	20
Tent, storage, complete w/fly-pins-poles	1

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SIGNAL

Item	Quantity
Buzzer BA-1	12
Holder, M-187	6
Maintenance Equipment MX-8	1
Plotting Equipment DP 42-E-784 Stock 66.7560	4
Power Unit PE-92A	2
Stamp MC-181	1
Still, water, Sorenstein, rated 1 gal. per hour	2
Tool equipment TE-45	1
Tool Equipment TE-48	3
Tool Equipment TE-49	1
Plotters Equipment (Procured on SF 551, stocked at Lexington Signal Depot) consisting of:	
Long Rakes, Stock 66.7735	2
Short Rakes, Stock 66.7736	2
Plotting Arrows, Red, Stock 66.425.1	50
Plotting Arrows, Blue, Stock 66.425.3	50
Plotting Arrows, Green, Stock 66.425.2	50
Pips, Stock 66.7658, including altitude letters, Aircraft Engine numbers, Enemy and Friendly Triangles, complete sets.	10
Numbered Discs, 5/8", Stock 66.8600-1 to 66.8600-98.1, each type	10
Plotters Aprons	3
Information Stands	5

ORDNANCE

Carbine, Cal. .30 ML (Substitute Rifle, Cal. .30 M1903 or Submachine gun Cal. .45 Thompson M1928A1)	Ea.	107
Gun, Machine, cal. .50 Browning M2 (HB) flexible	Ea.	2
Rifle, automatic, cal. .30 Browning M1918A2 w/bipod mount.	Ea.	4

(6) Structure Force General
Table I and Table II supplies for twenty-five (25) airplanes for sixty days, and will be furnished by the Air Service Command.

d. Summary of Action Taken by Hq., Army Air Forces
(1) Instructions were issued July 28, 1942 for the transfer of six P-40 type aircraft to the 99th Fighter Squadron, Tuskegee, Alabama, for training purposes.
(2) Instructions were issued August 6, 1942 for the transfer of nine

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additional P-40 type aircraft to the 99th Fighter Squadron, Tuskegee, Alabama, for training purposes, to be delivered as soon as possible.

(3) Approximately eighteen P-40 type aircraft will be on hand at at Tuskegee for training of the 99th Fighter Squadron by August 15, 1942.

(4) Thirty-seven new P-40K type aircraft, equipped with SCR-274, recognition lights, and contactors (pip-squeak), will be crated and made ready for overseas shipment for the 99th Fighter Squadron by October 1, 1942.

(5) Air Service Command has been requested to prepare two hundred, twenty-two combat extension tanks (75-gallon capacity) for P-40K aircraft, for overseas shipment for the 99th Fighter Squadron not later than October 1, 1942.

(6) Personnel of the 43rd Fighter Control Squadron and control personnel of the 99th Fighter Squadron are now being trained by personnel of the Fighter Command School, Orlando, Florida at Tuskegee, Alabama. Manning table for this Squadron at the strength shown in paragraph 2b(2) has been requested, and will be forwarded as soon as approved.

(7) Manning table for the Service Squadron Detachment at the strength shown in paragraph 2b(3) has been requested, and will be forwarded as soon as approved.

(8) The 668th Signal Aviation Reporting Company (Frontier) (less 1 Rep. Plat.) has been activated and is now at Tuskegee with the following personnel:

a. Officers:
1 Officer (white) is assigned temporarily.
1 Officer (colored)

b. Enlisted Men:
3 enlisted men are now assigned.
8 enlisted men, now at Ft. Monmouth in the Radio Electrician School, are earmarked for this company.
36 men have been shipped to the company.

(9) Radio sets SCR-271 (provided with 100' towers) and fixed commercial communication radio equipment will be shipped and installed by the Chief Signal Officer. A portable filter center is being shipped to the company at Tuskegee. Two Radio Sets SCR-270-B have been shipped to the company for use in training until departure for Port of Embarkation.

e. Transportation

Due to a shortage of shipping space, the following transportation only (as previously listed per separate organization) will accompany the Structure Task Force:

Truck, 1/4 ton, 4 x 4	8 ea.
Truck, 2½ ton, cargo	2 ea.
Truck, 3/4 ton, 4 x 4 command . . . w/o winch	1 ea.
Truck, Fuel servicing (Type P-2). .	2ea.
Truck, Emergency Repair, complete. .	1 ea.
tractor, heavy duty.	1 ea.

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Trailer, 1 ton, 2-wheel - - - - - 1 ea.
Truck, wrecking - - - - - - - - - 1 ea.
TOTAL 17

The above transportation will be under the control of the Commanding Officer, Structure Force, and the assignment of these vehicles to individual units may be made in any manner desired by the Commanding Officer, Structure Force.

By Command of Lieutenant General ARNOLD:

O. A. Anderson
Col., G.S.C
Asst Chief of Air Staff, Plans

2 Incls.
Manning Table for
93rd Ftr Cont Sq.
Special Table of Equipment
for 93rd Ftr Cont Sq.

COPIES FURNISHED:
CO, Structure Force.
CO, Tuskegee Army Flying School.

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MANNING TABLE (suggested)
for
83rd Fighter Control Squadron

August 8, 1942

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	ADMINISTRATIVE				TACTICAL									
	Headquarters	Mess	Supply	Transportation	Control	Section Hdqs.	Operations Block	Bilence Cabinet	Radio Relay	Radio Link	D. F. Fixer	D. F. Homer	Medical	Total
Major	1													
Captain					(4)*	(1)							1	
1st Lieutenant					(4)*	1								
2d Lieutenant	1	(1)	(1)	(1)										
Total Officers	2				(8)*	1							1	4
Master Sergeant						1								1
1st Sergeant	1													1
Technical Sergeant			1	1			1		2		1			6
Staff Sergeant		1				1		1	2	2	2	1		10
Sergeant	1	2	1	1			1	1	3	3	4	2	1	20
Corporal	1	2	1	3		1	10	4	4	6	11	2	2	47
Private 1st Class)	1	5		1			13	1					1	11
Private)														11
Total Enlisted	4	10	3	6		3	25	7	11	11	18	5	4	107
Aggregate														111

* Controller, Intercept Officers, and Communications Officer, from 99th Squadron will be utilized.

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Subject: Structure.

To: Commanding General, 3rd Air Force,
Drew Field, Tampa, Florida.

1. Effective at once, the responsibility for training and equipping this Task Force now at Tuskegee, Alabama, is given your Command. It is estimated that the Force will depart for overseas station on or about 1 October, 1942.

2. The following is submitted for your information:

	Off.	EM
a. Composition of Task Force		
99th Fighter Sq	39*	249
83rd Fighter Cont Sq (red)	4	107
Svc Sq Detachment**	2	34
Ordnance Detachment***	1	4
689th Sig Rep Co (AB) Frontier	9	142
(less 1 Rep Plat)		
(plus 1 spec Plot Plat)		
	55	536

* Includes 1 Sq Commander (white) to be replaced by 1 Sq Commander (colored) when qualified.

** The Svc Sq Detachment will be composed as follows:

1 Capt. Engineering Officer
1 Capt. Technical Supply Officer
1 T/Sgt. Ap and Engine Mech (008)
1 T/Sgt. Supply (821)
1 S/Sgt. Ap Mech (Prop Spec) (008)
1 S/Sgt. Sheet Metal Worker (201)
1 S/Sgt. Parachute Repairman (147)
1 S/Sgt. Clerk, Record (323)
1 Sgt. Ap and Eng Mech (008)
2 Sgt. Sheet Metal Worker (201)
1 Sgt. Welder, Combination (256)

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ADDRESS REPLY TO
HEADQUARTERS OF THE ARMY AIR FO
WAR DEPARTMENT
WASHINGTON, D. C.

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

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August 4, 1942

Col. F. Von H. Kimble
C. O. Army Air Forces
Tuskegee, Ala.

Dear Kimble:

After talking with you yesterday, I called Rogers and told him about your request for T/O and T/BA for the Fighter Sq. He stated that he would write you about both.

Regarding Structure, O.P.D. has given final approval and I have started the ball rolling by asking W.D. & W. to put the Task Force on an alert status, which will get you the needed equipment. The actual movement order will not be put out until the middle of the month because S.O.S. is tied up with other pressing matters.

The responsibility for training and equipping the Force will go to the C.G. 3d Air Force (see correspondence attached) instead of the Flying Training Command. I have notified all interested Directors.

I think the above about winds things up. If you have anything else please contact me.

Sincerely,

J. HALVERSEN,
Lt. Col., Inf.

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1 Sgt. Machinist (114)
1 Sgt. Ap Elec Spec Mech (605)
1 Sgt. Mech Ap Inst Spec (606)
1 Sgt. Carpenter Packer (203)
1 Sgt. Aircraft Bone and Fabric Worker (007)
1 Sgt. Automobile Mechanic (050)
1 Sgt. Clerk, Administrative
1 Sgt. Clerk, Supply
1 Cpl. Ap and Eng Mech (008)
1 Cpl. Parachute Repairman (147)
1 Cpl. Tech Supply (121)
1 Cpl. Operator Wrecking Unit (345)
1 Cpl. Cook (060)
2 PFC. Ap and Eng Mech (008)
1 PFC. Aircraft Welder (056)
1 PFC. Operator Wrecking Unit (345)
1 PFC. Machinist (114)
2 PFC. Stock Record Clerk (343)
2 Pvt. Carpenter (050)
1 Pvt. Automobile Mechanic (014)
1 Pvt. Cooks Helper (321)
Total: 2 Officers, 34 enlisted men.

The following equipment will be taken by this detachment:

Mechanic Kits for mechanics and specialists in accordance with rating.
1 Set of Equipment, Mobile Repair, T. O. 00-30-14.
1 Eq. Set, Portable Welding, T. O. 00-30-17.
So much of Kit, Tool, Service Sq. T. O. 00-30-110 as applies to the Mobile Repair Unit.
1 Eq. Set of Equipment, Parachute Packing, T.O. 00-30-16 (reduced).
1 Eq. Lathe (same as provided in Field Shop Set) T. O. 00-30-13.
1 Eq. Generating Set for Welding Oxygen and Acetylene
Table I and Table II supplies for 25 airplanes for 60 days.
25% of organizational equipment of service arms other than Air Corps as listed in TBA #1 for Army Air Forces, dated July 1, 1942, with basis of issue for Service Sq or per airplane sq and other organizational equipment in accordance with basis of issue.

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*** The Ordnance Detachment will consist of the following personnel:

1 1st Lt. Ordnance Officer and Property Officer
1 T/Sgt. Chief Clerk
1 Sgt. Armorer (Oil)
1 Cpl. Munitions Worker (504)
1 PFC. Clerk, general
Total: 1 Officer, 4 enlisted men.

The following equipment will be taken by this detachment:

Stockage -- 1/5 of quantity indicated on AFCC Memo 20-35 for applicable items.

h. Personnel and Equipment.

(1) Request has been made for eighteen (18) P-40 type aircraft for the 99th Fighter Squadron, Tuskegee, Alabama, as soon as possible, but not later than August 5, 1942.

(2) An additional thirty-seven (37) P-40F aircraft equipped with RT radio (SCR-274), recognition lights and contactors (pip-squeak) have been requested to be crated and made ready for overseas shipment for the 99th Fighter Squadron not later than August 31, 1942.

(3) Request has also been made that two hundred twenty-two (222) standard combat extension tanks (belly tanks, 52 gal. capacity) for P-40F aircraft be made ready for overseas shipment by boat for 99th Fighter Squadron not later than August 31, 1942.

(4) Signal Corps equipment for 83d Fighter Control Sq:
4 ea. SCR 551 (Direction Finder) (already allotted)
2 ea. RT-4 (Maintenance)
6 ea. SCR 188-A or set suitable for radio link capable of voice transmission for fifty miles.

(5) Personnel of the 83d Fighter Control Squadron and Control personnel of the 99th Fighter Squadron will be trained by personnel from the Fighter Command School at Tuskegee, Ala.

(6) The 669th Signal AW Reporting Company (Frontier) (less 1 Rep Plat) has been activated and is now at Tuskegee with

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the following personnel:

(a) Officers:
One (1) officer (white) is assigned temporarily.
One (1) officer (colored).

(b) Enlisted Men:
Three (3) enlisted men are now assigned.
Eight (8) enlisted men, now at Fort Monmouth in the Radio Electrician School, are earmarked for this company.
Ninety-six (96) enlisted men have been shipped to the company.

(7) The 69[illegible]th Signal Aircraft Reporting Co. (Frontier) (less 1 Rep Plat) should be equipped in accordance with T/[illegible] No. 11-3 except necessary field and camp equipment should be furnished as no housing facilities will be available at the radar sites they will operate.

(8) The 69[illegible]th Signal Aircraft Reporting Co. (Frontier) (less 1 Rep Plat) will require the addition of a special plotting platoon of three (3) officers and thirty-four (34) enlisted men, giving an overall strength of nine (9) officers and one hundred forty-two (142) enlisted men. This unit is required to man the mobile information center.

c. Transportation.

The following truck transportation only will accompany this Task Force:

Truck, Field Servicing	2
Car, light, five passenger	1
Truck, ¼ ton, 4x4	8
Truck, Emergency Repair	1
Tractor, heavy duty	1
Truck, 2½ ton cargo	2

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Trailer, 1 ton, 2 wheel		1
Wrecker		1
	Total	17

For the Commanding General, Army Air Forces:

O. A. Anderson
Col., G.S.C.
Asst. Chief of Air Staff, Plans

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HEADQUARTERS, ARMY AIR FORCES

COORDINATION AND ROUTING SLIP

Date 8/6/47

To	From	To	From	To	From	To	From	To	From	To	From
AFACG		X AFAEP		AFRBS		AFTSP		AFAJA		AFMLP	
AFAAG		AFTAI		AFROM	X	AFTSI		AFTBO		AFFTC	
AFDAS		AFDIS		AFRIT		AFPRO		AFBFO		AFAMC	
AFAAP		AFDMR		AFDTS		AFDOP		AFDMC		AFASC	
AFABI		AFRAD		AFTSC		AFPMP		AFMAG		AFAFC	
AFACT		AFRDB		AFTSS		AFPCP		AFMCP		AFTTC	
AFADS		AFRGS		AFTST		AFTAS		AFMSP			

FOR: __ Approval	__ Initiate	__ Preparation of Reply
__ Central Files	__ Investigate	__ Recommendation
__ Comment	__ Made by Message Center	__ Return by
__ Coordination	X Necessary Action	__ Return to
__ Direct Reply	__ Notation and File	__ Signature
__ Information	__ Notation and Return	__ Signature

Remarks:

X-418 A.F.

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BY AUTHORITY OF JCS DTD 5, OPD

WAR DEPARTMENT GENERAL STAFF
DISPOSITION FORM

8/4/42 - PC.
Date Initials

AG
G- OPD 320.2/DO (8-4-42) OPERATIONS DIVISION

SUBJECT: Structure.

Date August 4, 1942

TO	___C/S	___G-1	___G-2	___G-3	___G-4	___Air Staff	
	___TAG	___OPD	___USW	___ASW	___ASWA	___CG	_____Army
	___AC	___BLP	___BOWD	___ExRA	___NGB	___CG	____Army Corps
	___INF	___FA	___CAV	___CA	___ENGR	___CG	____CA
	___ORD	___QMG	___CSO	___SG	___FIN	___CG	_____Dept
	___GHQ	___JAG	___CWS	___IG	___B/PR	'X' CG, Army Air Forces	

FOR:	___S/W directs	___Comment or Concurrence	___Necessary action
	___Draft of reply	___Remark and recommendation	___Information for reply
	___Direct reply	___Inviting attention to	_____Ind. approved
	X Approved	___See notation of_____	___Primary interest
	___Disapproved	___Information	___Notation and return
	___File	___Consult_____	Noted_____

By:	Spcl Msgr	___Radio	___Air Mail	___Immed. Action Ltr	___Letter .....

Amendment to Memorandum OPD 370.5 STRUCTURE (7-18-42) dated July 18, 1942, Subject: Movement of Structure Air Force, will be issued to bring this memorandum into accordance with inclosed recommendation.

THOS. T. HANDY,
Major General,
Assistant Chief of Staff.

1 Incl-
Memo fr CG,AAF, subject:
Structure, (8-4-42)

Chief, Middle Eastern Theater
Theater Group, OPD, WDGS

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BY AUTHORITY OF A.C. OF S. OPD
Date Initials

OPD 320.2/DO (8-4-42)
Structure.

August 4, 1942

X CG, Army Air Forces

X Approved.

Amendment to Memorandum OPD 370.5 STRUCTURE (7-18-42) dated July 18, 1942, Subject: Movement of Structure Air Force, will be issued to bring this memorandum into accordance with inclosed recommendation.

THOS. T. HANDY,
Major General,
Assistant Chief of Staff.

1 Incl-
Memo fr CG,AAF, subject:
Structure, (8-4-42)

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ADDRESS REPLY TO
HEADQUARTERS OF THE ARMY AIR F
WAR DEPARTMENT
WASHINGTON, D. C.

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

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DATE INITIALS

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, OPERATIONS:

Subject: Structure.

1. It was originally planned to have the following units comprise the air component of this Task Force:

	Off.	WO	EM
99th Fighter Sq	38		284
Hq & Hq Sq 96th Serv Gp	26		131
366th Svc Gp	7	2	213
83rd Fighter Cont Sq (Red)	4		107
689th Sig Rep Co (AB) Frontier (less 1 Rep. Plat) (plus 1 Spcl Plot Plat)	9		142
767th Ord Co (Avn) (AB)	4	1	60
	88	3	937

2. As a result of further study it appears that the Task Force is top-heavy with service elements. It is recommended that the service elements of this Force consist of the following personnel:

1 Capt. Engineering Officer
1 Capt. Technical Supply Officer
1 T/Sgt. Ap and Engine Mech (008)
1 T/Sgt. Supply (821)
1 S/Sgt. Ap Mech (Prop Spec) (009)
1 S/Sgt. Sheet Metal Worker (201)
1 S/Sgt. Parachute Repairman (147)
1 S/Sgt. Clerk, Record (323)
1 Sgt. Ap and Eng Mech (008)
2 Sgt. Sheet Metal Worker (201)
1 Sgt. Welder, Combination (256)
1 Sgt. Machinist (114)
1 Sgt. Ap Elec Spec Mech (685)
1 Sgt. Mech Ap Inst Spec (686)
1 Sgt. Carpenter Packer (203)

AUG 4 - 42 PM
8-4/241
IN
OPD WDGS

FOR VICTORY BUY UNITED STATES WAR BONDS AND STAMPS

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1 Sgt. Aircraft Dope & Fabric Worker (007)
1 Sgt. Automobile Mechanic (050)
1 Sgt. Clerk, Administrative
1 Sgt. Clerk, Supply
1 Cpl. Ap and Eng Mech (008)
1 Cpl. Parachute Repairman (147)
1 Cpl. Tech Supply (821)
1 Cpl. Operator Wrecking Unit (345)
1 Cpl. Cook (060)
2 PFC Ap and Eng Mech (008)
1 PFC Aircraft Welder (256)
1 PFC Operator Wrecking Unit (345)
1 PFC Machinist (114)
2 PFC Stock Record Clerk (323)
2 Pvt. Carpenter (050)
1 Pvt. Automobile Mechanic (014)
1 Pvt. Cooks Helper (321)
Total: 2 Officers, 34 Enlisted Men.

The following equipment will be taken by this detachment:

Mechanic Kits for mechanics and specialists in accordance with rating.
1 Set of Equipment, Mobile Repair, T. O. 00-30-14.
1 Ea. Set, Portable Welding, T. O. 00-30-17.
So much of Kit, Tool, Service Sq. T. O. 00-30-110 as applies to the Mobile Repair Unit.
1 Ea. Set of Equipment, Parachute Packing, T. O. 00-30-16 (reduced).
1 Ea. Lathe (same as provided in Field Shop Set) T. O. 00-30-13.
1 Ea. Generating Set for Welding Oxygen and Acetylene Table I and Table II supplies for 25 airplanes for 60 days.
25% of organizational equipment of service arms other than Air Corps as listed in T/A #1 for Army Air Forces, dated July 1, 1942, with basis of issue for Service Sq or per airplane sq and other organizational equipment in accordance with basis of issue.

3. It is further recommended that an Ordnance Detachment to consist of the following personnel be substituted for the 767th Ord Co (Avn)(AB):

1 1st Lt. Ordnance Officer & Property Officer
1 T/Sgt. Chief Clerk

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1 Sgt. Armorer (011)
1 Cpl. Munitions Worker (504)
1 PFC Clerk, General
Total: 1 Officer, 4 enlisted men.

The following equipment will be taken by this detachment:

Stockage -- 1/5 of quantity indicated on AFCC Memo 20-BC for applicable items.

4. As now planned, the air elements of this Task Force will be as follows:

	Off.	Enl.
99th Fighter Sq	39*	249
83rd Fighter Cont Sq (Red.)	4	107
366th Service Sq Detachment	2	34
Ordnance Detachment	1	4
689th Sig Rep Co (AB) Frontier (less 1 Ay Plat) (plus 1 spcl plot plat)	9	142
	55	536

* Includes 1 Squadron Commander (white) to be replaced by 1 Squadron Commander (colored) when available.

Transportation

Truck, field servicing	2
Car, light, five passenger	1
Truck, ¼ ton, 4 x 4	8
Truck, Emergency Repair	1
Tractor, heavy duty	1
Truck, 2½ ton cargo	2
Trailer, 1 ton, 2 wheel	1
Wrecker	1
	17

For the Commanding General, Army Air Forces:

for Randolph Kellum
O. A. Anderson
Col., G.S.C
Asst.Chief of Air Staff, Plans

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MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, OPERATIONS:

Subject: Structure.

1. It was originally planned to have the following units comprise the air component of this Task Force:

	Off.	WO	EM
99th Fighter Sq	38		284
Hq & Hq Sq 96th Serv Gp	26		131
366th Svc Gp	7	2	213
83rd Fighter Cont Sq (Red)	4		107
6[illegible]0th Sig Rep Co (AM) Frontier	9		142
(less 1 Rep. Flat)			
(plus 1 Spcl Plot Flat)			
767th Ord Co (Avn) (AB)	4	1	60
	88	3	937

2. As a result of further study it appears that the Task Force is top-heavy with service elements. It is recommended that the service elements of this Force consist of the following personnel:

1 Capt. Engineering Officer
1 Capt. Technical Supply Officer
1 T/Sgt. Ap and Engine Mech (00E)
1 T/Sgt. Supply (821)
1 S/Sgt. Ap Mech (Prop Spec) (008)
1 S/Sgt. Sheet Metal Worker (201)
1 S/Sgt. Parachute Repairman (147)
1 S/Sgt. Clerk, Record (323)
1 Sgt. Ap and Eng Mech (008)
2 Sgt. Sheet Metal Worker (201)
1 Sgt. Welder, Combination (256)
1 Sgt. Machinist (114)
1 Sgt. Ap Elec Spec Mech (685)
1 Sgt. Mech Ap Inst Spec (686)
1 Sgt. Carpenter Packer (203)

Col. Kimble

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1	Sgt.	Aircraft Rope & Fabric Worker (007)
1	Sgt.	Automobile Mechanic (050)
1	Sgt.	Clerk, Administrative
1	Sgt.	Clerk, Supply
1	Cpl.	Ap and Eng Mech (000)
1	Cpl.	Parachute Repairman (147)
1	Cpl.	Tech Supply (821)
1	Cpl.	Operator Wrecking Unit (345)
1	Cpl.	Cook (060)
2	PFC	Ap and Eng Mech (000)
1	PFC	Aircraft Welder (256)
1	PFC	Operator Wrecking Unit (345)
1	PFC	Machinist (114)
2	PFC	Stock Record Clerk (329)
2	Pvt.	Carpenter (050)
1	Pvt.	Automobile Mechanic (014)
1	Pvt.	Cooks Helper (321)

Total: 2 Officers, 34 Enlisted Men.

The following equipment will be taken by this detachment:

- Mechanic Kits for mechanics and specialists in accordance with rating.
- 1 Set of Equipment, Mobile Repair, T. O. 00-30-14.
- 1 Ea. Set, Portable Welding, T. O. 00-30-17.
- So much of Kit, Tool, Service Sq. T. O. 00-30-110 as applies to the Mobile Repair Unit.
- 1 Ea. Set of Equipment, Parachute Packing, T. O. 00-30-16 (reduced).
- 1 Ea. Lathe (same as provided in Field Shop Set) T. O. 00-30-13.
- 1 Ea. Generating Set for Welding Oxygen and Acetylene Table I and Table II supplies for 25 airplanes for 60 days.
- 25% of organizational equipment of service arms other than Air Corps as listed in T/A #1 for Army Air Forces, dated July 1, 1942, with basis of issue for Service Sq or per airplane sq and other organizational equipment in accordance with basis of issue.

3. It is further recommended that an Ordnance Detachment to consist of the following personnel be substituted for the 767th Ord Co (Avn)(AB):

1 1st Lt. Ordnance Officer & Property Officer
1 T/Sgt. Chief Clerk

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1 Sgt. Armorer (011)
1 Cpl. Munitions Worker (504)
1 PFC Clerk, General
Total: 1 Officer, 4 enlisted men.

The following equipment will be taken by this detachment:

Stockage -- 1/5 of quantity indicated on AFCC Memo 20-80 for applicable items.

4. As now planned, the air elements of this Task Force will be as follows:

	Off.	EM
99th Fighter Sq	39*	249
83rd Fighter Cont Sq (Med.)	4	107
366th Service Sq Detachment	2	34
Ordnance Detachment	1	4
689th Sig Rep Co (AF) Frontier (less 1 Ap Plat) (plus 1 spcl plot plat)	9	142
	55	536

* Includes 1 Squadron Commander (white) to be replaced by 1 Squadron Commander (colored) when available.

Transportation

Truck, field servicing	2
Car, light, five passenger	1
Truck, ¼ ton, 4 x 4	8
Truck, Emergency Repair	1
Tractor, heavy duty	1
Truck, 2½ ton cargo	2
Trailer, 1 ton, 2 wheel	1
Wrecker	1
	17

For the Commanding General, Army Air Forces:

O. A. Anderson

Asst. Chief of Air Staff, Plans

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11-2-12

Structures:

Get from OPD what to do about equipment

RAD

Kimball

ROM.

A-3

AF/DPD

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SUBJECT: Structure

TO : Commanding General, 3d Air Force
Drew Field, Tampa, Florida.

1. Effective at once responsibility for training and equipping this Task Force now at Tuskegee, Ala. is given your command. It is estimated the Force will depart for overseas station on or about 1 Oct., 1942.

2. The following is submitted for your information.

a. Composition of Task Force.

	Off.	E.M.
* 99th Fighter Sq. (reinforced	**39	255
83d Fighter Cont. Sq. (red.)	4	107
(89th Sig. Rep. Co. (A. .)	9	142
Frontier (less 1 Rep. Flat)		
(Plus 1 spcl Plot Flat.)		
	52	504

* The 99th Fighter Sq. to be reinforced by the following Service Sq. personnel and equipment.

Personnel:

Parachute shop.
1 Staff Sgt. parachute repairman (147)
Mobile Repair Section specialists.
2 Sgts sheet metal workers (201)
1 Sgt Mechanic Ap. electrical specialist (685)
1 Sgt. Mechanic Ap. Instrument specialist (686)
1 Pfc welder (256)

Equipment:

1 Set of Equipment Mobile Repair
1 Set of Equipment Portable Welding
1 set of Equipment Parachute Packing
Kits for mechanics listed above.
So much of the Kit Tool Materiel Sq. as is provided for mobile repair sections.

** The additional officer in excess of the T/O strength is a Squadron Commander (white) who will be replaced by a Squadron Commander (colored) when qualified.

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b. Personnel and Equipment.

(1) Request has been made for eighteen (18) P-40 type aircraft for the 99th Fighter Squadron, Tuskegee, Alabama, as soon as possible, but not later than August 5, 1942.

(2) An additional thirty-seven (37) P-40F aircraft equipped with HF radio (SCR-274), recognition lights and contactors (pip-squeak), are requested to be crated and made ready for overseas shipment for 99th Fighter Squadron not later than August 31, 1942.

(3) It is also requested that two hundred twenty-two (222) standard combat extension tanks (belly tanks, 52 gal. capacity), for P-40F aircraft be made ready for overseas shipment by boat for 99th Fighter Squadron, not later than August 31, 1942.

(4) Personnel and equipment for 83rd Fighter Control Squadron (reduced) should be as follows:

Personnel.

4 officers 107 Enlisted Men.

Equipment.

Signal Corps Equipment required:

4 ea. SCR 551 (Direction Finder) (already allotted)
2 ea. MT-4 (Maintenance)
6 ea. SCR-188A or set suitable for radio link capable of voice transmission for 50 miles.

(5) Personnel of the 83d Fighter Control Squadron and Control personnel of the 99th Fighter Squadron will be trained by personnel from the Fighter Command School at Tuskegee, Alabama.

(6) The 689th Signal AW Reporting Co. (Frontier) has been activated and is now at Tuskegee with the following personnel:

(a) Officers:
One (1) officer (white) is assigned temporarily.
One (1) officer (colored) is due to arrive on or before June 20, 1942 from Officer Candidate School, Ft. Monmouth, N.J.

(b) Enlisted Men:
Three (3) enlisted men are now assigned.
Eight (8) enlisted men, now at Ft. Monmouth in

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in the Radio Electrician School, are earmarked for this company.
Ninety-six (96) enlisted men have been shipped to the company. (This information from the Adjutant General (Major Allen).

(7) The 689th Signal AW Reporting Co. (Frontier) should be equipped in accordance with T/BA No. 11-3 except necessary field and camp equipment should be furnished as no housing facilities will be available at the Radar sites they will operate. Two (2) Radar sets (SCR-270) are scheduled for delivery to this company in July.

(8) The 689th Signal AW Reporting Co. (Frontier) will require the addition of a special plotting platoon of three (3) officers and thirty-four (34) enlisted men giving an overall strength of seven (7) officers and one hundred thirty-nine (139) enlisted men. This unit is required to man the mobile information center.

5. Transportation.

(1) The following truck transportation only will accompany this Task Force.

Truck, Field Servicing	2
Car, light, five passenger	1
Truck ¼-ton 4x4	8
Tractor, with 2-ton crane	1
Tractor, heavy duty	1
Truck, engineering shop	1
Truck, instrument shop	1
Truck, technical supply	1
Truck, 2½-Ton cargo	2
Total	18

For the Commanding General, Army Air Forces:

O. A. ANDERSON
Colonel, G. S. C.
Assistant Chief of the Air Staff, Plans.

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SUBJECT: Structure

TO : Commanding General, 3d Air Force
Drew Field, Tampa, Florida.

1. Effective at once responsibility for training and equipping this Task Force now at Muskogee, Okla. is given your command. It is estimated the Force will depart for overseas station on or about 1 Oct., 1942.

2. The following is submitted for your information.

a. Composition of Task Force.

	Off.	E.M.
* 99th Fighter Sq. (reinforced	**20	255
82d Fighter Cont. Sq. (red.)	4	107
809th Sig. Ap. Co. (A. .)	9	142
Frontier (Less 1 Rep. Plat)		
(Plus 1 Spcl Plat Plat.)		
	52	504

* The 99th Fighter Sq. to be reinforced by the following Service Sq. personnel and equipment.

Personnel:

Parachute shop.
1 Staff Sgt. parachute repairman (147)
Mobile Repair Section specialists.
2 Sgts sheet metal workers (201)
1 Sgt Mechanic Ap. electrical specialist (685)
1 Sgt. Mechanic Ap. Instrument specialist (686)
1 Pfc welder (256)

Equipment:

1 Set of Equipment Mobile Repair
1 Set of Equipment Portable Welding
1 set of Equipment Parachute Packing
Kits for mechanics listed above.
So much of the Kit Tool Materiel Sq. as is provided for mobile repair sections.

** The additional officer in excess of the T/O strength is a Squadron Commander (white) who will be replaced by a Squadron Commander (colored) when qualified.

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b. Personnel and Equipment.

(1) Request has been made for eighteen (18) P-40 type aircraft for the 99th Fighter Squadron, Tuskegee, Alabama, as soon as possible, but not later than August 5, 1942.

(2) An additional thirty-seven (37) P-40F aircraft equipped with HF radio (SCR-274), recognition lights and contactors (pip-squeak), are requested to be crated and made ready for overseas shipment for 99th Fighter Squadron not later than August 31, 1942.

(3) It is also requested that two hundred twenty-two (222) standard combat extension tanks (belly tanks, 52 gal. capacity), for P-40F aircraft be made ready for overseas shipment by boat for 99th Fighter Squadron, not later than August 31, 1942.

(4) Personnel and equipment for 83rd Fighter Control Squadron (reduced) should be as follows:

Personnel.

4 officers 107 Enlisted Men.

Equipment.

Signal Corps Equipment required:

4 ea. SCR 551 (Direction Finder) (already allotted)
2 ea. HT-4 (Hallicrafter)
6 ea. SCR-183A or set suitable for radio link capable of voice transmission for 50 miles.

(5) Personnel of the 83d Fighter Control Squadron and Control personnel of the 99th Fighter Squadron will be trained by personnel from the Fighter Command School at Tuskegee, Alabama.

(6) The 689th Signal AW Reporting Co. (Frontier) has been activated and is now at Tuskegee with the following personnel:

(a) Officers:
One (1) officer (white) is assigned temporarily.
One (1) officer (colored) is due to arrive on or before June 20, 1942 from Officer Candidate School, Ft. Monmouth, N.J.

(b) Enlisted Men:
Three (3) enlisted men are now assigned.
Eight (8) enlisted men, now at Ft. Monmouth in

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in the Radio Electrician School, are earmarked for this company.
Ninety-six (96) enlisted men have been shipped to the company. (This information from the Adjutant General (Major Allen).

(7) The 689th Signal AW Reporting Co. (Frontier) should be equipped in accordance with T/BA No. 11-3 except necessary field and camp equipment should be furnished as no housing facilities will be available at the Radar sites they will operate. Two (2) Radar sets (SCR-270) are scheduled for delivery to this company in July.

(8) The 689th Signal AW Reporting Co. (Frontier) will require the addition of a special plotting platoon of three (3) officers and thirty-four (34) enlisted men giving an overall strength of seven (7) officers and one hundred thirty-nine (139) enlisted men. This unit is required to man the mobile information center.

g. Transportation.

(1) The following truck transportation only will accompany this Task Force.

Truck, Field Servicing	2
Car, light, five passenger	1
Truck ¼-ton 4x4	8
Tractor, with 2-ton crane	1
Tractor, heavy duty	1
Truck, engineering shop	1
Truck, instrument shop	1
Truck, technical supply	1
Truck, 2½-ton cargo	2
Total	18

For the Commanding General, Army Air Forces:

O. A. ANDERSON
Colonel, G. S. C.
Assistant Chief of the Air Staff, Plans.

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SUBJECT: Structure

TO : Commanding General, 3d Air Force
Drew Field, Tampa, Florida.

1. Effective at once responsibility for training and equipping this Task Force now at Tuskegee, Ala. is given your command. It is estimated the Force will depart for overseas station on or about [illegible] 1942.

2. The following is submitted for your information.

a. Composition of Task Force.

	Off.	[illegible]
* 99th Fighter Sq. (reinforced	**39	235
83d Fighter Cont. Sq. (red.)	4	107
689th Sig. Rep. Co. (A.T.)	9	147
Frontier (less 1 Rep. Plat)		
(Plus 1 spcl Plot Plat.)		
	52	504

* The 99th Fighter Sq. to be reinforced by the following Service Sq. personnel and equipment.

Personnel:

Parachute shop.
1 Staff Sgt. parachute repairman (147)
Mobile Repair Section specialists.
2 Sgts sheet metal workers (291)
1 Sgt Mechanic Ap. electrical specialist (685)
1 Sgt. Mechanic Ap. Instrument specialist (684)
1 Pfc welder (256)

Equipment:

1 Set of Equipment Mobile Repair
1 Set of Equipment Portable Welding
1 set of Equipment Parachute Packing
Kits for mechanics listed above.
So much of the Kit Tool Materiel Sq. as is provided for mobile repair sections.

** The additional officer in excess of the T/O strength is a Squadron Commander (white) who will be replaced by a Squadron Commander (colored) when qualified.

A-1/AS
A-2/AS
Intel. S.
A-3/AS
A-4/AS
Plans/AS
Insp/AS
Mil. Req.
A. Def.
Bomb.
Gr. Sup.
Base S.
War O&M
Ind. Tr.
Tech. S.
Comm.
Weather
Traffic
Photo. M&C
Tech. Insp.
Pub. Rel.
Dir. Pers.
Mil. Pers.
Civ. Pers.
Surg.
Judge Advoc.
Budget
Fiscal
Mgmt. Con.
Adj. Gen.
Org. Pl.
Stat. Pl.
Hist. Sec.
Mat. C.
P.C.

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b. Personnel and equipment.

(1) Request has been made for eighteen (18) P-40 type aircraft for the 99th Fighter Squadron, Tuskegee, Alabama, as soon as possible, but not later than August 5, 1942.

(2) An additional thirty-seven (37) P-40F aircraft equipped with HF radio (SCR-274), recognition lights and contactors (pip-squeak), are requested to be crated and made ready for overseas shipment for 99th Fighter Squadron not later than August 31, 1942.

(3) It is also requested that two hundred twenty-two (222) standard combat extension tanks (belly tanks, 52 gal. capacity), for P-40F aircraft be made ready for overseas shipment by [illegible] for 99th Fighter Squadron, not later than August 31, 1942.

(4) Personnel and equipment for 83rd Fighter Control Squadron (reduced) should be as follows:

Personnel.

4 officers 107 Enlisted Men.

Equipment.

Signal Corps equipment required:

4 ea. SCR-522 (Direction Finder) (already allotted)
2 ea. VT-4 (Selectifier)
4 ea. SCR-193A or set suitable for radio link capable of voice transmission for 50 miles.

(5) Personnel of the 83d Fighter Control Squadron (RM) Control personnel of the 99th Fighter Squadron will be trained by personnel from the Fighter Command School at Tuskegee, Alabama.

(6) The 689th Signal AM Reporting Co. (Frontier) has been activated and is now at Tuskegee with the following personnel:

(a) Officers:
One (1) officer (white) is assigned temporarily.
One (1) officer (colored) is due to arrive on or before June 20, 1942 from Officer Candidate School, Ft. Monmouth, N.J.

(b) Enlisted Men:
Three (3) enlisted men are now assigned.
Eight (8) enlisted men, now at Ft. Monmouth, [illegible] in

A-1/AS
A-2/AS
Intel. S.
A-3/AS
A-4/AS
Plans/AS
Insp/AS
Mil. Req.
A. Def.
Readi
Gr. Sup.
Base S.
War O&M
Ind. Tr.
Tech. S.
Comm.
Weather
Traffic
Photo. M&C
Tech. Insp.
Pub. Rel.
Dir. Pers.
Mil. Pers.
Civ. Pers.
Surg.
J. Advoc.
Budget
Fiscal
Mgmt. Con.
Adj. Gen.
Org. Pl.
Stat. Pl.
Leg. Pl.
Mat. C.
A. S. C.
Etc.

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in the Radio Electrician School, are earmarked for this company.
Ninety-six (96) enlisted men have been shipped to the company. (This information from the Adjutant General (Major Allen).

(7) The 689th Signal AW Reporting Co. (Frontier) should be equipped in accordance with T/BA No. 11-3 except necessary field and camp equipment should be furnished as no housing facilities will be available at the Radar sites they will operate. Two (2) Radar sets (SCR-270) are scheduled for delivery to this company in July.

(8) The 689th Signal AW Reporting Co. (Frontier) will require the addition of a special plotting platoon of three (3) officers and thirty-four (34) enlisted men giving an overall strength of seven (7) officers and one hundred thirty-nine (139) enlisted men. This unit is required to man the mobile information center.

c. Transportation.

(1) The following truck transportation only will accompany this Task Force.

Truck, Field Servicing	2
Car, light, five passenger	1
Truck ¼-ton 4x4	8
Tractor, with 2-ton crane	1
Tractor, heavy duty	1
Truck, engineering shop	1
Truck, instrument shop	1
Truck, technical supply	1
Truck, 2½-Ton cargo	2
Total	18

For the Commanding General, Army Air Forces:

O. A. ANDERSON
Colonel, G. S. C.
Assistant Chief of the Air Staff, Plans.

A-1/AS
A-2/AS
Intel. S.
A-3/AS
A-4/AS
Plans/AS
Ins/AS
Mil. Req.
A. Def.
Bomb.
Gr. Sup.
Base S.
War O&M
Ind. Tr.
Tech. S.
Comm.
Weather
Traffic
Photo. M&C
Tech. Insp.
Pub. Rel.
Dir. Pers.
Mil. Pers.
Civ. Pers.
Surg.
J. Advoc.
Budget
Fiscal
Mgmt. Con.
Adj. Gen.
Org. Pl.
Stat. Pl.
Leg. Pl.
Mat. C.
A. S. C.
F. C.

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~~To D.P.U~~

Letter to Hq. 3d A.F

1. Effective 16 Oct responsibility for terminal and ramping this Task Force at Fuchow will be assumed by Command. This terminates the Task Force mission. Report for personnel status as of close of business 16 Oct 45.

2. The following is submitted for your information.

a. Composition of Task Force

	Off	EM
x 9th Fighter Sq (reinforced)	39	255
23d Fighter Control Sq (Rein)	4	107
65th Service Sq (Rein) (AW)	9	102
Frontier (Elem 10th Ftr Wing)		
(Elem 1 Special Ftr Wing)		
	52	504

x The 65th Fighter Sq to be composed of the following Service Sq personnel and equipment:

Personnel

Commissioned Officers

1 Lt Col (Air Corps) Operations Officer (AW)
1 Maj (Air Corps) Operations Officer
2 Capts (Air Corps) Operations Officers (AW)
1 Capt Intelligence Officer (AW)
1 Capt Intelligence Officer
1 1st Lt Air Corps Operations Officer (AW)
1 1st Lt Air Corps Operations Officer
1 2d Lt Air Corps Operations Officer (AW)
1 2d Lt Air Corps Operations Officer
1 2d Lt Air Corps Intelligence Officer (AW)
1 2d Lt Air Corps Intelligence Officer
1 2d Lt Air Corps Communications Officer (AW)
1 2d Lt Air Corps Communications Officer
1 2d Lt Air Corps Armament Officer (AW)
1 2d Lt Air Corps Armament Officer
1 2d Lt Air Corps Supply Officer (AW)
1 2d Lt Air Corps Supply Officer
1 2d Lt Air Corps Engineering Officer (AW)
1 2d Lt Air Corps Engineering Officer
1 2d Lt Air Corps Weather Officer (AW)
1 2d Lt Air Corps Weather Officer
1 2d Lt Air Corps Medical Officer (AW)
1 2d Lt Air Corps Medical Officer
1 2d Lt Air Corps Dental Officer (AW)
1 2d Lt Air Corps Dental Officer
1 2d Lt Air Corps Chaplain (AW)
1 2d Lt Air Corps Chaplain
1 2d Lt Air Corps Finance Officer (AW)
1 2d Lt Air Corps Finance Officer

Warrant Officers

1 W/O Air Corps Operations Officer (AW)
1 W/O Air Corps Operations Officer
1 W/O Air Corps Intelligence Officer (AW)
1 W/O Air Corps Intelligence Officer
1 W/O Air Corps Communications Officer (AW)
1 W/O Air Corps Communications Officer
1 W/O Air Corps Armament Officer (AW)
1 W/O Air Corps Armament Officer
1 W/O Air Corps Supply Officer (AW)
1 W/O Air Corps Supply Officer
1 W/O Air Corps Engineering Officer (AW)
1 W/O Air Corps Engineering Officer
1 W/O Air Corps Weather Officer (AW)
1 W/O Air Corps Weather Officer
1 W/O Air Corps Medical Officer (AW)
1 W/O Air Corps Medical Officer
1 W/O Air Corps Dental Officer (AW)
1 W/O Air Corps Dental Officer
1 W/O Air Corps Chaplain (AW)
1 W/O Air Corps Chaplain
1 W/O Air Corps Finance Officer (AW)
1 W/O Air Corps Finance Officer

Enlisted Men

1 M/Sgt Air Corps Operations Chief (AW)
1 M/Sgt Air Corps Operations Chief
1 M/Sgt Air Corps Intelligence Chief (AW)
1 M/Sgt Air Corps Intelligence Chief
1 M/Sgt Air Corps Communications Chief (AW)
1 M/Sgt Air Corps Communications Chief
1 M/Sgt Air Corps Armament Chief (AW)
1 M/Sgt Air Corps Armament Chief
1 M/Sgt Air Corps Supply Chief (AW)
1 M/Sgt Air Corps Supply Chief
1 M/Sgt Air Corps Engineering Chief (AW)
1 M/Sgt Air Corps Engineering Chief
1 M/Sgt Air Corps Weather Chief (AW)
1 M/Sgt Air Corps Weather Chief
1 M/Sgt Air Corps Medical Chief (AW)
1 M/Sgt Air Corps Medical Chief
1 M/Sgt Air Corps Dental Chief (AW)
1 M/Sgt Air Corps Dental Chief
1 M/Sgt Air Corps Chaplain (AW)
1 M/Sgt Air Corps Chaplain
1 M/Sgt Air Corps Finance Chief (AW)
1 M/Sgt Air Corps Finance Chief
1 T/Sgt Air Corps Operations Chief (AW)
1 T/Sgt Air Corps Operations Chief
1 T/Sgt Air Corps Intelligence Chief (AW)
1 T/Sgt Air Corps Intelligence Chief
1 T/Sgt Air Corps Communications Chief (AW)
1 T/Sgt Air Corps Communications Chief
1 T/Sgt Air Corps Armament Chief (AW)
1 T/Sgt Air Corps Armament Chief
1 T/Sgt Air Corps Supply Chief (AW)
1 T/Sgt Air Corps Supply Chief
1 T/Sgt Air Corps Engineering Chief (AW)
1 T/Sgt Air Corps Engineering Chief
1 T/Sgt Air Corps Weather Chief (AW)
1 T/Sgt Air Corps Weather Chief
1 T/Sgt Air Corps Medical Chief (AW)
1 T/Sgt Air Corps Medical Chief
1 T/Sgt Air Corps Dental Chief (AW)
1 T/Sgt Air Corps Dental Chief
1 T/Sgt Air Corps Chaplain (AW)
1 T/Sgt Air Corps Chaplain
1 T/Sgt Air Corps Finance Chief (AW)
1 T/Sgt Air Corps Finance Chief
1 S/Sgt Air Corps Operations Chief (AW)
1 S/Sgt Air Corps Operations Chief
1 S/Sgt Air Corps Intelligence Chief (AW)
1 S/Sgt Air Corps Intelligence Chief
1 S/Sgt Air Corps Communications Chief (AW)
1 S/Sgt Air Corps Communications Chief
1 S/Sgt Air Corps Armament Chief (AW)
1 S/Sgt Air Corps Armament Chief
1 S/Sgt Air Corps Supply Chief (AW)
1 S/Sgt Air Corps Supply Chief
1 S/Sgt Air Corps Engineering Chief (AW)
1 S/Sgt Air Corps Engineering Chief
1 S/Sgt Air Corps Weather Chief (AW)
1 S/Sgt Air Corps Weather Chief
1 S/Sgt Air Corps Medical Chief (AW)
1 S/Sgt Air Corps Medical Chief
1 S/Sgt Air Corps Dental Chief (AW)
1 S/Sgt Air Corps Dental Chief
1 S/Sgt Air Corps Chaplain (AW)
1 S/Sgt Air Corps Chaplain
1 S/Sgt Air Corps Finance Chief (AW)
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Equipment

1 set of Equipment Carrier Repair
1 set of Equipment Portable Welding
1 set of Equipment Propellant Packing
Kits for Ambulances listed Para
as prescribed by the Kit Tool Control Officer
as prescribed for Carrier Repair Kit

** The required officer in charge of the Struck
is a Sergeant (Ordnance Corporal) who will be
replaced by a Sergeant Ordnance Personnel when
available.

b. Personnel and Equipment

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c. Transportation

The following trucks transportation only will
accompany this Task Force.

Trucks

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War Department, Headquarters Army Air Forces, Washington, D. C., August 1, 1942. TO: The Assistant Chief of Staff, OPD.

1. Reference Memorandum, the following comments are submitted:

a. The reduction in service personnel recommended in basic communication is not concurred in. One Service Group and one Ordnance Co (Avn) (AB) as originally set up is too much. The following is recommended as a service detachment to be attached to the fighter squadron. This detachment is considered an absolute minimum to take care of 3rd echelon service requirements. Consideration is given to the fact that an Air Depot Group will be at Big Top.

Service Squadron Personnel:

1 Capt., Engineering Officer
1 Capt., Technical Supply Officer
1 T/Sg., Ap. & Engine Mech. (008)
1 T/Sgt., Supply (821)
1 S/Sgt. Ap. Mech. (Prop. Spec.) (008)
1 S/Sgt., Sheet Metal Worker (201)
1 S/Sgt., Parachute Repairman (147)
1 S/Sgt., Clerk Record (323)
1 Sgt., Ap. and Eng. Mech. (008)
2 Sgt., Sheet Metal Worker (201)
1 Sgt., Welder Combination (256)
1 Sgt., Machinist (114)
1 Sgt., Mech. Ap Elec. Spec. (685)
1 Sgt., Mech Ap Instr. Spec. (686)
1 Sgt., Carpenter Packer (203)
1 Sgt., Aircraft Dope and Fabric Worker (007)
1 Sgt., Automobile Mech. (050)
1 Sgt., Clerk Administrative
1 Sgt., Clerk Supply
1 Cpl, Ap. and Eng. Mech. (008)
1 Cpl., Parachute Repairman (147)
1 Cpl., Clerk Tech. Supply (821)
1 Cpl., Operator Wrecking Unit (345)
1 Cpl., Cook (060)
2 Pfc. Ap. & Eng. Mech. (008)
1 Pfc. Aircraft Welder (256)
1 Pfc. Operator Wrecking Unit (345)
1 Pfc. Machinist (114)
2 Pfc. Stock Record Clerk (323)
1 Pvt., Carpenter (050)

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1 Pvt., Automobile Mechanic (014)
1 Pvt., Carpenter (050)
1 Pvt., Cook's Helper (521)

Total 2 Officers 34 EM

Ordnance Co. (Avn) AB Personnel:

1 1st. Lieut., Ordnance Officer and Property Officer
1 T/Sgt., Chief Clerk
1 Sgt. Armorer (011)
1 Cpl., Munitions Worker (504)
1 Pfc., Clerk General

Total 1 Officer, 4 EM
Aggregate 2 Officers, ~~37~~ 38 EM

2. The following equipment should be taken by this detachment.

Service Squadron Equipment

Mechanic Kits for Mechanics and Specialist in accordance with rating
1 Set of Equipment Mobile Repair T.O. 00-30-14
2 ea. Truck 2½ Ton Cargo
1 ea Trailer 1 Ton, 2 Wheel
1 ea. Set Portable Welding, T.O. 00-30-17
So much of Kit Tool Service Sq., T.O. 00-30-110, as applies to the Mobile Repair Unit
1 ea. Set of Equipment Parachute Packing, T.O. 00-30-16, (reduced)
1 ea. Lathe (Same as provided in Field Shop Set) T.O. 00-30-13
1 ea. Wrecking Truck
1 ea. Generating Set for Welding Oxygen and Acetylene
Table I & Table II supplies for 25 Airplanes for 60 days

25% of organizational equipment of service arms other than Air Corps as listed in T/BA #1 for Army Air Forces dated July 1, 1942, with basis of issue for Service Squadron or per Airplane Squadron and other organizational equipment in accordance with basis of issue.

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Ordnance Equipment:

1 Emergency Repair Truck
1 1/4 Ton 4x4 Truck (Jeep)
Stockage - 1/5 of quantity indicated in AFCC Memo 20-3C for applicable items.

For the Commanding General, Army Air Forces:

/s/ Reyeslow
for

L. P. [illegible],
Colonel, Army Air Forces,
Director of Base Services.

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War Department, Headquarters Army Air Forces, Washington, D. C., August 1, 1942. TO: The Assistant Chief of Staff, OPD.

1. Reference Memorandum, the following comments are submitted:

a. The reduction in service personnel recommended in basic communication is not concurred in. One Service Group and one Ordnance Co (Avn) (AB) as originally set up is too much. The following is recommended as a service detachment to be attached to the fighter squadron. This detachment is considered an absolute minimum to take care of 3rd echelon service requirements. Consideration is given to the fact that an Air Depot Group will be at Big Top.

Service Squadron Personnel:

1 Capt., Engineering Officer
1 Capt., Technical Supply Officer
1 T/Sg., Ap. & Engine Mech. (008)
1 T/Sgt., Supply (821)
1 S/Sgt. Ap. Mech. (Prop. Spec.) (008)
1 S/Sgt., Sheet Metal Worker (201)
1 S/Sgt., Parachute Repairman (147)
1 S/Sgt., Clerk Record (323)
1 Sgt., Ap. and Eng. Mech. (008)
2 Sgt., Sheet Metal Worker (201)
1 Sgt., Welder Combination (256)
1 Sgt., Machinist (114)
1 Sgt., Mech. Ap Elec. Spec. (685)
1 Sgt., Mech Ap Instr. Spec. (686)
1 Sgt., Carpenter Packer (203)
1 Sgt., Aircraft Dope and Fabric Worker (007)
1 Sgt., Automobile Mech. (050)
1 Sgt., Clerk Administrative
1 Sgt., Clerk Supply
1 Cpl, Ap. and Eng. Mech. (008)
1 Cpl., Parachute Repairman (147)
1 Cpl., Clerk Tech. Supply (821)
1 Cpl., Operator Wrecking Unit (345)
1 Cpl., Cook (060)
2 Pfc. Ap. & Eng. Mech. (008)
1 Pfc. Aircraft Welder (256)
1 Pfc. Operator Wrecking Unit (345)
1 Pfc. Machinist (114)
2 Pfc. Stock Record Clerk (323)
1 Pvt., Carpenter (050)

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1 Pvt., Automobile Mechanic (014)
1 Pvt., Carpenter (050)
1 Pvt., Cook's Helper (521)

Total 2 Officers 34 EM

Ordnance Co. (Avn) AB Personnel:

1 1st. Lieut., Ordnance Officer and Property Officer
1 T/Sgt., Chief Clerk
1 Sgt. Armorer (011)
1 Cpl., Munitions Worker (504)
1 Pfc., Clerk General

Total 1 Officer, 4 EM
Aggregate 2 Officers, ~~37~~ 38 EM

2. The following equipment should be taken by this detachment.

Service Squadron Equipment

Mechanic Kits for Mechanics and Specialist in accordance with rating
1 Set of Equipment Mobile Repair T.O. ~~00~~-30-14
2 ea. Truck 2½ Ton Cargo
1 ea Trailer 1 Ton, 2 Wheel
1 ea. Set Portable Welding, T.O. 00-30-17
So much of Kit Tool Service Sq., T.O. 00-30-110, as applies to the Mobile Repair Unit
1 ea. Set of Equipment Parachute Packing, T.O. 00-30-16, (reduced)
1 ea. Lathe (Same as provided in Field Shop Set) T.O. 00-30-13
1 ea. Wrecking Truck
1 ea. Generating Set for Welding Oxygen and Acetylene
Table I & Table II supplies for 25 Airplanes for 60 days

25% of organizational equipment of service arms other than Air Corps as listed in T/BA #1 for Army Air Forces dated July 1, 1942, with basis of issue for Service Squadron or per Airplane Squadron and other organizational equipment in accordance with basis of issue.

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Ordnance Equipment:

1 Emergency Repair Truck
1 1/4 Ton 4x4 Truck (Jeep)
Stockage - 1/5 of quantity indicated in AFCC Memo 20-3C for applicable items.

For the Commanding General, Army Air Forces:

L. P. WHITTEN,
Colonel, Army Air Forces,
Director of Base Services.

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ADDRESS REPLY TO
HEADQUARTERS OF THE ARMY AIR F[illegible]ES
WAR DEPARTMENT
WASHINGTON, D. C.

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

JUL 31 1942

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, OPD:

Subject: Structure.

1. It was originally planned to have the following units comprise the Air Component of this Task Force:

	Officers	W.O.	Enlisted Men
99th Fighter Sq. (reinforced)	38		284
Hq & Hq Sq 96th Svc. Gp.	26		131
366th Svc. Sq.	7	2	213
83d Fighter Cont. Sq. (Red.)	4		107
689th Sig. Rep. Co. (AW) Frontier (less 1 Rep. Plat) (plus 1 spcl. plot. plat.)	9		142
767th Ord. Co. (Avn)(AB)	4	1	60
	88	3	937

2. As a result of further study, it appears that the Task Force is top heavy with Service elements. It is recommended that the Hq & Hq Sq., 96th Svc. Gp., 366th Svc. Sq., and the 767th Ord. Co. (Avn)(AB) be eliminated and that the 99th Fighter Sq. be reinforced with 6 Service Sq. specialists as follows:

Personnel:
Parachute shop.
1 staff Sgt. parachute repairman (147)
Mobile Repair Section specialists.
2 Sgts. sheet metal workers (201)
1 Sgt Mechanic Ap. electrical specialist (685)
1 Sgt. Mechanic Ap. Instrument specialist (686)
1 Pfc. Welder (256)

3. No other service personnel is deemed necessary to maintain one squadron inasmuch as all combat squadrons are self-sustaining under the new Tables of Organization. Consideration has been taken of the Ground Forces accompanying this movement.

4. The final Air Component recommended will be as follows:

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	Officers	W.O.	Enlisted Men
99th Fighter Sq. (reinforced)	* 39		255
83d Fighter Cont. Sq. (Red.)	4		107
689th Sig. Rep. Co. (AW)	9		142
Frontier (less 1 Rep. Plat) (plus 1 spcl. plot. plat.)	52		504

*Includes 1 Squadron Commander (white) to be replaced by 1 Squadron Commander (colored) when available.

For the Commanding General, Army Air Forces:

Randolph Williams
for O. A. Anderson
Col., G.S.C
Asst. Chief of Air Staff, Plans

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PER/mw

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War Department, Headquarters Army Air Forces, Washington, D. C., August 1, 1942. TO: The Assistant Chief of Staff, OPD.

1. Reference Memorandum, the following comments are submitted:

a. The reduction in service personnel recommended in basic communication is not concurred in. One Service Group and one Ordnance Co (Avn) (AB) as originally set up is too much. The following is recommended as a service detachment to be attached to the fighter squadron. This detachment is considered an absolute minimum to take care of 3rd echelon service requirements. Consideration is given to the fact that an Air Depot Group will be at Big Top.

Service Squadron Personnel:

1 Capt., Engineering Officer
1 Capt., Technical Supply Officer
1 T/Sg., Ap. & Engine Mech. (008)
1 T/Sgt., Supply (821)
1 S/Sgt. Ap. Mech. (Prop. Spec.) (008)
1 S/Sgt., Sheet Metal Worker (201)
1 S/Sgt., Parachute Repairman (147)
1 S/Sgt., Clerk Record (323)
1 Sgt., Ap. and Eng. Mech. (008)
2 Sgt., Sheet Metal Worker (201)
1 Sgt., Welder Combination (256)
1 Sgt., Machinist (114)
1 Sgt., Mech. Ap Elec. Spec. (685)
1 Sgt., Mech Ap Instr. Spec. (686)
1 Sgt., Carpenter Packer (203)
1 Sgt., Aircraft Dope and Fabric Worker (007)
1 Sgt., Automobile Mech. (050)
1 Sgt., Clerk Administrative
1 Sgt., Clerk Supply
1 Cpl, Ap. and Eng. Mech. (008)
1 Cpl., Parachute Repairman (147)
1 Cpl., Clerk Tech. Supply (821)
1 Cpl., Operator Wrecking Unit (345)
1 Cpl., Cook (060)
2 Pfc. Ap. & Eng. Mech. (008)
1 Pfc. Aircraft Welder (256)
1 Pfc. Operator Wrecking Unit (345)
1 Pfc. Machinist (114)
2 Pfc. Stock Record Clerk (323)
1 Pvt., Carpenter (050)

A-1 AS
A-2 AS
Intel. S.
A-3 AS
A-4 AS
Plans AS
Pers.
Gr. Sup.
Base S.
War O&M
Ind. Tr
Tech. S.
Comm.
Weather
Traffic
Photo. M&C
Tech. Insp.
Pub. Rel.
Dir. Pers.
Mil. Pers.
Civ. Pe.
Surg.
J. Advoc.
Budget
Fiscal
Mgmt. Con.
Adj. Gen.
Org.
Stat.
Log.
Mat. C.
A. S. C.
F. C.

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1 Pvt., Automobile Mechanic (014)
1 Pvt., Carpenter (050)
1 Pvt., Cook's Helper (521)

Total 2 Officers 34 EM

Ordnance Co. (Avn) AB Personnel:

1 1st. Lieut., Ordnance Officer and Property Officer
1 T/Sgt., Chief Clerk
1 Sgt. Armorer (011)
1 Cpl., Munitions Worker (504)
1 Pfc., Clerk General

Total 1 Officer, 4 EM
Aggregate 2 Officers, 27 EM

2. The following equipment should be taken by this detachment.

Service Squadron Equipment

Mechanic Kits for Mechanics and Specialist in accordance with rating
1 Set of Equipment Mobile Repair T.O. 00-30-14
2 ea. Truck 2½ Ton Cargo
1 ea Trailer 1 Ton, 2 Wheel
1 ea. Set Portable Welding, T.O. 00-30-17
So much of Kit Tool Service Sq., T.O. 00-30-110, as applies to the Mobile Repair Unit
1 ea. Set of Equipment Parachute Packing, T.O. 00-30-16 (reduced)
1 ea. Lathe (Same as provided in Field Shop Set) T.O. 00-30-13
1 ea. Wrecking Truck
1 ea. Generating Set for Welding Oxygen and Acetylene
Table I & Table II supplies for 25 Airplanes for 60 days

25% of organizational equipment of service arms other than Air Corps as listed in T/BA #1 for Army Air Forces dated July 1, 1942, with basis of issue for Service Squadron or per Airplane Squadron and other organizational equipment in accordance with basis of issue.

A-1 AS
A-2 AS
Intel. S.
A-3 AS
A-4 AS
Plans AS
Supply AS
Air Surg.
Engr.
Gr. Sup.
Base S.
Gen. O&M
Ind. Tr
Tech. S.
Comm.
Weather
Traffic
Photo. M&C
Tech. Insp.
Pub. Rel.
Dir. Pers.
Mil. Pers.
Gen. Engr.
Surg.
Judge Advoc.
Budget
Fiscal
Mgmt. Con.
Adj. Gen.
Org. Pl.
Sch. Pl.
Leg. Pl.
Mat. C.
A. S. C.
F. C.

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Ordnance Equipment:

1 Emergency Repair Truck
1 1/4 Ton 4x4 Truck (Jeep)
Stockage - 1/5 of quantity indicated in AFCC Memo 20-3C for applicable items.

For the Commanding General, Army Air Forces:

L. P. WHITTEN,
Colonel, Army Air Forces,
Director of Base Services.

A-1, AS
A-2 AS
Intel. S.
A-3 AS
A-4 AS
Fisc. AS
Insp. AS
Mil. Req.
A
Bomb.
Gr. Sup.
Base S.
War O&M
Ind. Tr
Tech. S.
Comm.
Weather
Textile
Photo. M&C
Tech. Insp.
Pub. Rel.
Civ. Pers.
Mil. Pers.
Gen. Pers.
Surg.
A. Advisor
Budget
Fiscal
Signal Com.
Ord. Ord.
Gen. Sv.
Gen. Pl.
Engr. Sv.
Gen. C.
Air W. C.
F. C.

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JUL 8 1 1942

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, OPD:

Subject: Structure.

1. It was originally planned to have the following units comprise the Air Component of this Task Force:

	Officers	W.O.	Enlisted Men
99th Fighter Sq. (reinforced)	38		284
Hq & Hq Sq 96th Svc. Gp.	26		131
366th Svc. Sq.	7	2	213
83d Fighter Cont. Sq. (Red.)	4		107
689th Sig. Rep. Co. (AW) Frontier (less 1 Rep. Plat) (plus 1 spcl. plot. plat.)	9		142
767th Ord. Co. (Avn)(AB)	4	1	60
	88	3	937

2. As a result of further study, it appears that the Task Force is top heavy with Service elements. It is recommended that the Hq & Hq Sq., 96th Svc. Gp., 366th Svc. Sq., and the 767th Ord. Co. (Avn)(AB) be eliminated and that the 99th Fighter Sq. be reinforced with 6 Service Sq. specialists as follows:

Personnel:
Parachute shop.
1 staff Sgt. parachute repairman (147)
Mobile Repair Section specialists.
2 Sgts. sheet metal workers (201)
1 Sgt Mechanic Ap. electrical specialist (685)
1 Sgt. Mechanic Ap. Instrument specialist (686)
1 Pfc. Welder (256)

3. No other service personnel is deemed necessary to maintain one squadron inasmuch as all combat squadrons are self-sustaining under the new Tables of Organization. Consideration has been taken of the Ground Forces accompanying this movement.

4. The final Air Component recommended will be as follows:

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	Officers	T.O.	Enlisted Men
99th Fighter Sq. (reinforced)	* 39		255
83d Fighter Cont. Sq. (Red.)	4		107
689th Sig. Rep. Co. (AW)	9		142
Frontier (less 1 Rep. Plat) (plus 1 spcl. plot. plat.)			
	52		504

*Includes 1 Squadron Commander (white) to be replaced by 1 Squadron Commander (colored) when available.

For the Commanding General, Army Air Forces:

O. A. Anderson
Col., G.S.C
Asst.Chief of Air Staff, Plans

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Ramsey

to / Col. Halverson

Room 2111

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ADDRESS REPLY TO
HEADQUARTERS OF THE ARMY AIR FORCES
WAR DEPARTMENT
WASHINGTON, D. C.

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

DATE INITIALS

Subject: Structure.

To: Commanding General, 3rd Air Force,
Drew Field, Tampa, Florida.

1. Effective at once, the responsibility for training and equipping this Task Force now at Tuskegee, Alabama, is given your Command. It is estimated that the Force will depart for overseas station on or about 1 October, 1942.

2. The following is submitted for your information:

	Off.	En
a. Composition of Task Force		
99th Fighter Sq	39*	249
83rd Fighter Cont Sq (red)	4	107
Svc Sq Detachment**	2	34
Ordnance Detachment***	1	4
689th Sig Rep Co (AF) Frontier	9	142
(less 1 Rep Plat)		
(plus 1 spec Plot Plat)		
	55	536

* Includes 1 Sq Commander (white) to be replaced by 1 Sq Commander (colored) when qualified.

** The Svc Sq Detachment will be composed as follows:

1 Capt. Engineering Officer
1 Capt. Technical Supply Officer
1 T/Sgt. Ap and Engine Mech (008)
1 T/Sgt. Supply (822)
1 S/Sgt. Ap Mech (Prop Spec) (008)
1 S/Sgt. Sheet Metal Worker (201)
1 S/Sgt. Parachute Repairman (147)
1 S/Sgt. Clerk, Record (323)
1 Sgt. Ap and Eng Mech (008)
2 Sgt. Sheet Metal Worker (201)
1 Sgt. Welder, Combination (256)

FOR VICTORY BUY UNITED STATES WAR BONDS AND STAMPS

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1 Sgt. Machinist (114)
1 Sgt. Ap Elec Spec Mech (685)
1 Sgt. Mech Ap Inst Spec (686)
1 Sgt. Carpenter Packer (403)
1 Sgt. Aircraft Dope and Fabric Worker (007)
1 Sgt. Automobile Mechanic (050)
1 Sgt. Clerk, Administrative
1 Sgt. Clerk, Supply
1 Cpl. Ap and Eng Mech (008)
1 Cpl. Parachute Repairman (147)
1 Cpl. Tech Supply (821)
1 Cpl. Operator Wrecking Unit (345)
1 Cpl. Cook (060)
2 PFC. Ap and Eng Mech (008)
1 PFC. Aircraft Welder (256)
1 PFC. Operator Wrecking Unit (345)
1 PFC. Machinist (114)
2 PFC. Stock Record Clerk (323)
2 Pvt. Carpenter (050)
1 Pvt. Automobile Mechanic (014)
1 Pvt. Cooks Helper (321)
Total: 2 Officers, 34 enlisted men.

The following equipment will be taken by this detachment:

Mechanic Kits for mechanics and specialists in accordance with rating.
1 Set of Equipment, Mobile Repair, T. O. 00-30-14.
1 Ea. Set, Portable Welding, T. O. 00-30-17.
So much of Kit, Tool, Service Sq. T. O. 00-30-110 as applies to the Mobile Repair Unit.
1 Ea. Set of Equipment, Parachute Packing, T.O. 00-30-16 (reduced).
1 Ea. Lathe (same as provided in Field Shop Set) T. O. 00-30-13.
1 Ea. Generating Set for Welding Oxygen and Acetylene
Table I and Table II supplies for 25 airplanes for 60 days.
25% of organizational equipment of service arms other than Air Corps as listed in TBA #1 for Army Air Forces, dated July 1, 1942, with basis of issue for Service Sq or per airplane sq and other organizational equipment in accordance with basis of issue.

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The Ordnance Detachment will consist of the following personnel:

1 1st Lt. Ordnance Officer and Property Officer
1 T/Sgt. Chief Clerk
1 Sgt. Armorer (011)
1 Cpl. Munitions Worker (504)
1 PFC. Clerk, general
Total: 1 Officer, 4 enlisted men.

The following equipment will be taken by this detachment:

Stockage -- 1/5 of quantity indicated on AFCC Memo 20-30 for applicable items.

b. Personnel and Equipment.

(1) Request has been made for eighteen (18) P-40 type aircraft for the 99th Fighter Squadron, Tuskegee, Alabama, as soon as possible, but not later than August 5, 1942.

(2) An additional thirty-seven (37) P-40F aircraft equipped with RF radio (SCR-274), recognition lights and contactors (pip-squeak) have been requested to be crated and made ready for overseas shipment for the 99th Fighter Squadron not later than August 31, 1942.

(3) Request has also been made that two hundred twenty-two (222) standard combat extension tanks (belly tanks, 52 gal. capacity) for P-40F aircraft be made ready for oversea shipment by boat for 99th Fighter Squadron not later than August 31, 1942.

(4) Signal Corps equipment for 83d Fighter Control Sq:
4 ea. SCR 551 (Direction Finder) (already allotted)
2 ea. BT-4 (Hallicrafter)
6 ea. SCR 188-A or set suitable for radio link capable of voice transmission for fifty miles.

(5) Personnel of the 83d Fighter Control Squadron and Control personnel of the 99th Fighter Squadron will be trained by personnel from the Fighter Command School at Tuskegee, Ala.

(6) The 689th Signal Air Reporting Company (Frontier) (less 1 Rep Plat) has been activated and is now at Tuskegee with

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the following personnel:

(a) Officers:
One (1) officer (white) is assigned temporarily.
One (1) officer (colored).

(b) Enlisted Men:
Three (3) enlisted men are now assigned.
Eight (8) enlisted men, now at Fort Monmouth in the Radio Electrician School, are earmarked for this company.
Ninety-six (96) enlisted men have been shipped to the company.

(7) The 689th Signal Aw Reporting Co. (Frontier) (less 1 Rep Plat) should be equipped in accordance with T/BA No. 11-3 except necessary field and camp equipment should be furnished as no housing facilities will be available at the Radar sites they will operate.

(8) The 689th Signal Aw Reporting Co. (Frontier) (less 1 Rep Plat) will require the addition of a special plotting platoon of three (3) officers and thirty-four (34) enlisted men, giving an overall strength of nine (9) officers and one hundred forty-two (142) enlisted men. This unit is required to man the mobile information center.

c. Transportation.

The following truck transportation only will accompany this Task Force:

Truck, Field Servicing	2
Car, light, five passenger	1
Truck, ¼ ton, 4x4	8
Truck, Emergency Repair	1
Tractor, heavy duty	1
Truck, 2½ ton cargo	2

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Trailer, 1 ton, 2 wheel	1
~~Trailer~~	1
Total	17

~~For~~ the Commanding General, Army Air Forces:

By direction

Randolph P. Williams
for O. A. Anderson
Col., G.S.C
Asst. Chief of Air Staff, Plans

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*** The Ordnance Detachment will consist of the following personnel:

1 1st Lt. Ordnance Officer and Property Officer
1 T/Sgt. Chief Clerk
1 Sgt. Armorer (011)
1 Cpl. Munitions Worker (504)
1 PFC. Clerk, general
Total: 1 Officer, 4 enlisted men.

The following equipment will be taken by this detachment:

Stockage -- 1/5 of quantity indicated on AFCC Memo 20-50 for applicable items.

b. Personnel and Equipment.

(1) Request has been made for eighteen (18) P-40 type aircraft for the 99th Fighter Squadron, Tuskegee, Alabama, as soon as possible, but not later than August 5, 1942.

(2) An additional thirty-seven (37) P-40F aircraft equipped with RF radio (SCR-274), recognition lights and contactors (pip-squeak) have been requested to be crated and made ready for overseas shipment for the 99th Fighter Squadron not later than August 31, 1942.

(3) Request has also been made that two hundred twenty-two (222) standard combat extension tanks (belly tanks, 52 gal. capacity) for P-40F aircraft be made ready for overseas shipment by boat for 99th Fighter Squadron not later than August 31, 1942.

(4) Signal Corps equipment for 83d Fighter Control Sq:
2 ea. SCR 591 (Direction Finder) (already allotted)
2 ea. BT-4 (Maincrafter)
6 ea. SCR 188-A or set suitable for radio link capable of voice transmission for fifty miles.

(5) Personnel of the 83d Fighter Control Squadron and Control personnel of the 99th Fighter Squadron will be trained by personnel from the Fighter Command School at Tuskegee, Ala.

(6) The 669th Signal Aircraft Reporting Company (Frontier) (less 1 Rep Plat) has been activated and is now at Tuskegee with

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1 Sgt. Machinist (114)
1 Sgt. Ap Elec Spec Mech (685)
1 Sgt. Mech Ap Inst Spec (686)
1 Sgt. Carpenter Packer (203)
1 Sgt. Aircraft Dope and Fabric Worker (007)
1 Sgt. Automobile Mechanic (050)
1 Sgt. Clerk, Administrative
1 Sgt. Clerk, Supply
1 Cpl. Ap and Eng Mech (006)
1 Cpl. Parachute Repairman (147)
1 Cpl. Tech Supply (821)
1 Cpl. Operator Breeding Unit (345)
1 Cpl. Cook (060)
2 PFC. Ap and Eng Mech (006)
1 Pvt. Aircraft Welder (056)
1 PFC. Operator Breeding Unit (345)
1 PFC. Machinist (114)
2 PFC. Stock Record Clerk (323)
2 Pvt. Carpenter (050)
1 Pvt. Automobile Mechanic (014)
1 Pvt. Cooks Helper (321)

Total: 2 Officers, 34 enlisted men.

The following equipment will be taken by this detachment:

Mechanic Kits for mechanics and specialists in accordance with rating.
1 Set of Equipment, Mobile Repair, T. O. 00-30-14.
1 Ea. Set, Portable Welding, T. O. 00-30-17.
So much of Kit, Tool, Service Sq. T. O. 00-30-110 as applies to the Mobile Repair Unit.
1 Ea. Set of Equipment, Parachute Packing, T.O. 00-30-16 (reduced).
1 Ea. Lathe (same as provided in Field Shop Set) T. O. 00-30-13.
1 Ea. Generating Set for Welding Oxygen and Acetylene Table I and Table II supplies for 25 airplanes for 60 days.
25% of organizational equipment of service arms other than Air Corps as listed in TA #1 for Army Air Forces, dated July 1, 1942, with basis of issue for Service Sq or per airplane so and other organizational equipment in accordance with basis of issue.

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JH

wtn 8/4/42

Subject: Structure.

To: Commanding General, 3rd Air Force,
Drew Field, Tampa, Florida.

1. Effective at once, the responsibility for training and equipping this Task Force now at Tuskegee, Alabama, is given your Command. It is estimated that the Force will depart for overseas station on or about 1 October, 1942.

2. The following is submitted for your information:

	Off.	EM
a. Composition of Task Force		
99th Fighter Sq	39*	249
83rd Fighter Cont Sq (red)	4	107
Svc Sq Detachment**	2	34
Ordnance Detachment**	1	4
69th Sig Rep Co (AW) Frontier (less 1 Rep Plat) (plus 1 spec Plot Plat)	9	142
	55	536

* Includes 1 Sq Commander (white) to be replaced by 1 Sq Commander (colored) when qualified.

** The Svc Sq Detachment will be composed as follows:

1 Capt. Engineering Officer
1 Capt. Technical Supply Officer
1 T/Sgt. Ap and Engine Mech (008)
1 T/Sgt. Supply (821)
1 S/Sgt. Ap Mech (Prop Spec) (009)
1 S/Sgt. Sheet Metal Worker (201)
1 S/Sgt. Parachute Repairman (147)
1 S/Sgt. Clerk, Record (323)
1 Sgt. Ap and Eng Mech (008)
2 Sgt. Sheet Metal Worker (201)
1 Sgt. Welder, Combination (256)

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the following personnel:

(a) Officers:
One (1) officer (white) is assigned temporarily.
One (1) officer (colored).

(b) Enlisted Men:
Three (3) enlisted men are now assigned.
Eight (8) enlisted men, now at Fort Monmouth in the Radio Electrician School, are earmarked for this company.
Ninety-six (96) enlisted men have been shipped to the company.

(7) The 660th Signal Aircraft Reporting Co. (Frontier) (less 1 Rep Plat) should be equipped in accordance with T/BA No. 11-3 except necessary field and camp equipment should be furnished as no housing facilities will be available at the radar sites they will operate.

(8) The 660th Signal Aircraft Reporting Co. (Frontier) (less 1 Rep Plat) will require the addition of a special plotting platoon of three (3) officers and thirty-four (34) enlisted men, giving an overall strength of nine (9) officers and one hundred forty-two (142) enlisted men. This unit is required to man the mobile information center.

2. Transportation.

The following truck transportation only will accompany this Task Force:

Truck, Field Servicing	2
Car, light, five passenger	1
Truck, ¼ ton, 4x4	3
Truck, Emergency Repair	1
Tractor, heavy duty	1
Truck, 2½ ton cargo	2

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Trailer, 1 ton, 2 wheel	1	
Wrecker	1	
Total	17	

For the Commanding General, Army Air Forces:

O. A. Anderson
Col., G.S.C.
Asst. Chief of Air Staff, Plans

A-1/AS
A-2/AS
Intel. S.
A-3/AS
A-4/AS
Plans/AS
Insp/AS
Mil. Req.
A. Def.
Bomb.
Gr. Sup.
Base S.
War O&M
Ind. Tr.
Tech. S.
Comm.
Weather
Traffic
Photo. M&C
Tech. Insp.
Pub. Rel.
Dir. Pers.
Mil. Pers.
Civ. Pers.
Surg.
J. Advoc.
Budget
Fiscal
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ltn 8/4/42

Subject: Structure.

To: Commanding General, 3rd Air Force,
Drew Field, Tampa, Florida.

1. Effective at once, the responsibility for training and equipping this Task Force now at Tuskegee, Alabama, is given your Command. It is estimated that the Force will depart for overseas station on or about 1 October, 1942.

2. The following is submitted for your information:

	Off.	EM
a. Composition of Task Force		
99th Fighter Sq	39*	249
83rd Fighter Cont Sq (red)	4	107
Svc Sq Detachment**	2	34
Ordnance Detachment***	1	4
689th Sig Rep Co (AF) Frontier	9	142
(less 1 Rep Plat)		
(plus 1 spec Plot Plat)		
	55	536

* Includes 1 Sq Commander (white) to be replaced by 1 Sq Commander (colored) when qualified.

** The Svc Sq Detachment will be composed as follows:

1 Capt. Engineering Officer
1 Capt. Technical Supply Officer
1 T/Sgt. Ap and Engine Mech (008)
1 T/Sgt. Supply (821)
1 S/Sgt. Ap Mech (Prop Spec) (006)
1 S/Sgt. Sheet Metal Worker (201)
1 S/Sgt. Parachute Repairman (147)
1 S/Sgt. Clerk, Record (323)
1 Sgt. Ap and Eng Mech (008)
2 Sgt. Sheet Metal Worker (201)
1 Sgt. Welder, Combination (256)

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1 Sgt. Machinist (114)
1 Sgt. Ap Elec Spec Mech (685)
1 Sgt. Mech Ap Inst Spec (686)
1 Sgt. Carpenter Packer (403)
1 Sgt. Aircraft Dope and Fabric Worker (007)
1 Sgt. Automobile Mechanic (050)
1 Sgt. Clerk, Administrative
1 Sgt. Clerk, Supply
1 Cpl. Ap and Eng Mech (000)
1 Cpl. Parachute Repairman (147)
1 Cpl. Tech Supply (821)
1 Cpl. Operator Wrecking Unit (345)
1 Cpl. Cook (060)
2 PFC. Ap and Eng Mech (000)
1 PFC. Aircraft Welder (256)
1 PFC. Operator Wrecking Unit (345)
1 PFC. Machinist (114)
2 PFC. Stock Record Clerk (323)
2 Pvt. Carpenter (050)
1 Pvt. Automobile Mechanic (014)
1 Pvt. Cooks Helper (321)
Total: 2 Officers, 34 enlisted men.

The following equipment will be taken by this detachment:

Mechanic Kits for mechanics and specialists in accordance with rating.
1 Set of Equipment, Mobile Repair, T. O. 00-30-14.
1 No. Set, Portable Welding, T. O. 00-30-17.
So much of Kit, Tool, Service Sq. T. O. 00-30-110 as applies to the Mobile Repair Unit.
1 No. Set of Equipment, Parachute Packing, T.O. 00-30-16 (reduced).
1 No. Lathe (same as provided in Field Shop Set) T. O. 00-30-13.
1 No. Generating Set for Welding Oxygen and Acetylene Table I and Table II supplies for 25 airplanes for 60 days.
25% of organizational equipment of service arms other than Air Corps as listed in TA 31 for Army Air Forces, dated July 1, 1942, with basis of issue for Service Sq or per airplane sq and other organizational equipment in accordance with basis of issue.

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*** The Ordnance Detachment will consist of the following personnel:

1 1st Lt. Ordnance Officer and Property Officer
1 T/Sgt. Chief Clerk
1 Sgt. Armorer (011)
1 Cpl. Munitions Worker (504)
1 PFC. Clerk, general
Total: 1 Officer, 4 enlisted men.

The following equipment will be taken by this detachment:

Stockage -- 1/5 of quantity indicated on AFCC Memo 20-8C for applicable items.

h. Personnel and Equipment.

(1) Request has been made for eighteen (18) P-40 type aircraft for the 99th Fighter Squadron, Tuskegee, Alabama, as soon as possible, but not later than August 5, 1942.

(2) An additional thirty-seven (37) P-40F aircraft equipped with RF radio (SCR-274), recognition lights and contactors (pip-squeak) have been requested to be crated and made ready for overseas shipment for the 99th Fighter Squadron not later than August 31, 1942.

(3) Request has also been made that two hundred twenty-two (222) standard combat extension tanks (belly tanks, 52 gal. capacity) for P-40F aircraft be made ready for oversea shipment by boat for 99th Fighter Squadron not later than August 31, 1942.

(4) Signal Corps equipment for 83d Fighter Control Sq:
4 ea. SCR 551 (Direction Finder) (already allotted)
2 ea. BT-4 (Hallicrafter)
6 ea. SCR 188-A or set suitable for radio link capable of voice transmission for fifty miles.

(5) Personnel of the 83d Fighter Control Squadron and Control personnel of the 99th Fighter Squadron will be trained by personnel from the Fighter Command School at Tuskegee, Ala.

(6) The 699th Signal AF Reporting Company (Frontier) (less 1 Rep Plat) has been activated and is now at Tuskegee with

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the following personnel:

(a) Officers:
One (1) Officer (white) is assigned temporarily.
One (1) Officer (colored).

(b) Enlisted Men:
Three (3) enlisted men are now assigned.
Eight (8) enlisted men, now at Fort Monmouth in the Radio Electrician School, are earmarked for this company.
Ninety-six (96) enlisted men have been shipped to the company.

(7) The 609th Signal Aircraft Reporting Co. (Frontier) (less 1 Sep Plat) should be equipped in accordance with T/BA No. 11-3 except necessary field and camp equipment should be furnished as no housing facilities will be available at the Radar sites they will operate.

(8) The 609th Signal Aircraft Reporting Co. (Frontier) (less 1 Sep Plat) will require the addition of a special plotting platoon of three (3) officers and thirty-four (34) enlisted men, giving an overall strength of nine (9) officers and one hundred forty-two (142) enlisted men. This unit is required to man the mobile information center.

f. Transportation.

The following truck transportation only will accompany this Task Force:

Truck, Field Servicing	2
Car, light, five passenger	1
Truck, ¼ ton, 4x4	8
Truck, Emergency Repair	1
Tractor, heavy duty	1
Truck, 2½ ton cargo	2

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Trailer, 1 ton, 2 wheel	1
Wrecker	1
Total	17

For the Commanding General, Army Air Forces:

Asst. Chief of Air Staff, Plans

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[redacted]

Maj Palmer O.P.D.

W.O.M.

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SAFETY FILM KODAK

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[redacted]

[illegible] ACW wants [illegible]
[illegible] Natalie
Power today 83 Interruptor Control.
Cannot be ready until Jan 2 months
Cannot get allotment of plans within
2 months unless by robbing etc of
plans.
Col Prescott - New Engr Manager
May Palmer OPD. & Col Johnston.

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132

332nd Fighter Group.

RWH:meb 6109

1	AFACT	AFRAD	1942 10-20	For remark and recommendation as per telephone conversation between Colonel Harper and Colonel Saville on October 17.

1 Incl.
Ltr 3AF 353 (10-12-42) SF, fr 3d AF to CG, AAF, above subject, 10-12-42

R. W. HARPER,
Colonel, G. S. C.

F/KPB/mgs — 72556

2	AFRAD	AFACT	1942 10/23	1. This Directorate concurs in basic communication. 2. R&R, 10/22, from AFAEP to this Directorate, states: "You will be informed when definite plans for the disposition of the 99th Fighter Squadron have been formulated." 3. It is recommended that, if Lt. Colonel Davis goes overseas with the 99th Squadron, he be returned in time to assume command of the 332nd Group on or about 1 June 1943.

1 Incl:-
No change.

GORDON P. SAVILLE,
Colonel, Air Corps.

(769)

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Hq. AAF

COORDINATION AND ROUTING
SLIP

OCT. 16, 1942.

TO: AFACT

FROM: AFROM

Remarks:

Forwarded as a matter of primary interest.

M. D. JONES, JR.,
Colonel, Air Corps.

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Headquarters 3d Air Force
Office of the Commanding General

In Reply Refer to:
3AF 343 (10-12-42) SF

B-1
Tampa, Florida
October 12, 1942.

SUBJECT: 332d Fighter Group*

TO : Commanding General, Army Air Forces, Washington, D.C.

1. I have inspected the 99th Fighter Squadron, which is the basic organization from which the 332d Fighter Group is to be organized, twice within the last sixty days. The more recent inspection was on October first. At this time I found the 99th Squadron in excellent condition and ready for immediate overseas shipment. Its departure has been delayed, apparently by lack of transportation. The organization was completely inspected on September 30th and October 1st by members of the Third Air Force staff.

2. It is recommended that if it is at all possible, the 99th Fighter Squadron, under command of Lieut. Colonel Benjamin O. Davis, be dispatched to an overseas station. Its morale is very high and it is believed that it will suffer should its departure be delayed for any lengthy period. It is also recommended that after his arrival at an overseas station, Colonel Davis return to the United States in time to assume command of the entire Group prior to its dispatch to foreign service. The second in command of the 99th Squadron, Lt. George S. Roberts, is a very capable officer and it is believed that he will be entirely successful in handling the 99th Squadron during the absence of Colonel Davis.

3. It is believed that the fact that this is the only colored flying unit in the Army Air Forces justifies this unusual recommendation.

CARLYLE H. WASH,
Brigadier General, U.S. Army,
Commanding.

*Negro commissioned and enlisted personnel.

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

File No. _____

Note. -- A line will be drawn across sheet after each comment.

Tally No. AAF _____

SUBJECT: Structure.

NO.	FROM	TO	DATE	COMMENTS JH-mlf 5834
1.	AFAFP	AFDPU	1942 10/1	1. For your information and necessary action. Info. Copies have been sent to: ACT, RAD, ADS, AFP, RBS, & ROM, AFC. Incl: cy Memo for CG, AAF dtd 9/27/42 frm OPD above subject. For: O. A. ANDERSON, Brig. Gen., USA
2	AFDPU	AFRAD	10-3	JWB:vm 3753 1. From the contents of basic communication, it appears that it is the intention of OPD to include the flight echelon of the 99th Fighter Sq with the ground echelon for shipment to Structure some time in the near future. 2. It is requested that the necessary information relative to status of equipment and personnel of the above unit be forwarded to this office so that a report may be supplied to the appropriate agency. Incl. n/c A. L. MOORE, Colonel, GSC.
3.	AFRAD	AFDPU	10/14	F/WBH/bb/72673 1. Status of equipment for the 99th Fighter Squadron; as of October 14, 1942: All equipment - 61% complete All equipment, less aircraft & vehicles - 76% complete 2. Status of Personnel: 100% complete. Incl. n/c For GORDON P. SAVILLE, Colonel, Air Corps.

(Do not use reverse side) W-4071, AF, Rev. 8/14/41

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

TALLY NO.	2472
FILE NO	

SUBJECT: Structure.

ITEM NO.	FROM	TO	DATE	COMMENTS WDC:mm 5009
4	AFDIU	AFADS	1942 10/21	1. For necessary action reference Paragraph 2 of basic communication. 2. Attention is invited to preceding comment. Incl. n/c A. I. KOOSER Colonel, G.S.C.
				AFADS MMF/ceh 4849
5.	AFADS	AFACT	10-27	1. Forwarded for necessary action in connection with Paragraph 2 of basic communication. Incls: n/c FRANK M. WILLIAMS Lt. Colonel, G. S. C. Executive
				JJO'S:ek 6701
6	AFACT	AFADS	10-28	In compliance with attached memorandum from OPD and Items 4 and 5 of attached R&R, necessary action has been initiated by this division to provide one C-78 for shipment with Movement No. 9288. ROBERT W. HARPER Colonel, G. S. C. 2 Incls. added: Cy Memo frm OPD to CG, AAF, 10/7/42 Cy R&R w/two comments
				cy to AFROM
				AFADS MMF/mhh 5316
7.	AFADS	AFAEP	1942 10/29	1. Attention is invited to R&R Item 6, above. RICHARD H. BALLARD, Colonel, G.S.C.
				Incl. n/c SECRET

3-1109 A.F.

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WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
Operations Division
WASHINGTON

9/27/42

OPD 370.5/DO (9-27-42)

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES:
(Attn: Plans Division, Air Staff (Lt. Col. Halverson)

Subject: STRUCTURE Air Force.

1. For your guidance as regards the training and preparation for service overseas of the STRUCTURE Air Force, the following information is submitted:

Because of the conditions imposed by the current shipping situation, the sailing of the STRUCTURE Defense Force has been indefinitely postponed. It is therefore, now possible to include the personnel of the Flight Echelon of the 99th Fighter Squadron with Shipment #9288, the STRUCTURE Air Force. A directive to amend the present movement orders for that shipment accordingly is being issued by this Division. Your headquarters will be advised as soon as information concerning the future sailing of the force is known.

2. Your attention is invited to the Air Plan, Annex 13 to Operations Plan, STRUCTURE, dated March 1, 1942. Section IV of that plan, Troops and Units, provides in addition to other aircraft, one (1) observation type amphibian plane for the STRUCTURE Air Force. It is desired that you take the necessary action to make such an aircraft available for shipment to STRUCTURE, and that you inform this division of the action taken.

By direction of the Commander-in-Chief

THOS. T. HANDY
Major General
Assistant Chief of Staff

/s/ Walter C Sweeney, Jr.

WALTER C. SWEENEY, JR.,
Colonel, A.C.
Executive, Theater Group, OD-WDGS

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October 7, 1942

OPD 452.1/DO (10-6-42)

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

Subject: Amphibian Airplane for Foreign Place.

1. Recommendations contained in attached Disposition Form from your headquarters dated 6 October, 1942 are concurred in by this Division. The Operations Plan, Structure has been changed accordingly.

2. It is desired that you make available a suitable biplace land based airplane for the Defense Force, Structure, and that this Division be informed of the action taken.

By direction of the Commander-in-Chief:

THOS. T. HANDY,
Major General,
Assistant Chief of Staff.

1 Incl:-
D/F fr AAF to OPD, dated
6 October 1942.

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FILE COPY

10/28/42

Structure.

1. AFAEP AFROM thru AFACT AFRAD (In turn)

JH-alf 5834

1. The C.O. Tuskegee, Alabama, has advised this Division by telephone that he has 8 operational airplanes to train 48 pilots.

2. It is recommended that additional aircraft be assigned Tuskegee for training purposes.

O. A. ANDERSON,
Brigadier General, U. S. A.

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File Copy
10/23/42

(755)

Structure.

OPD xxx

Information

AFAEP
JH-mlf

1. In compliance with request contained in paragraph 2 Memorandum OPD 370.5/DO (9-27-42) for the Commanding General Army Air Forces, dated Sept. 29, 1942, you are advised that a C-78 airplane, serial number 42-58168, is being crated, for shipment to Structure and will be held available for dispatch to dockside until receipt of notice to Air Service Command that movement is ready to depart.

For the Commanding General, Army Air Forces:

O. A. ANDERSON,
Brigadier General, U.S.A.
Asst. Chief of the Air Staff, Plans.

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HEADQUARTERS ARMY AIR FORCE

ROUTING AND RECORD SHEET

File No. _____

Note. -- A line will be drawn across sheet after each comment.

Tally No. AAF _____

SUBJECT: Structure.

NO.	FROM	TO	DATE	COMMENTS JH-mlf 5834
1.	AFAEP	AFROM	1942 10/1	1. For your information & necessary action. Incl: Memo for CG,AAF dtd 9/27/42 frm OPD above subject. for O. A. ANDERSON, Brig. Gen., USA
	Info. Copies have been sent to: ACT, RAE, ADS, AAP, WPS & DPU, ATC			
2.	AFROM	AFAEP	10/19	RCB/nf 71079 1. Memorandum for the Commanding General, Army Air Forces, dated October 9, 1942, from the Assistant Chief of Staff, authorized the substitution of one C-78 airplane for the observation type amphibian airplane referred to in the basic communication. 2. C-78 airplane, serial number 42-58168, is being crated for shipment to Structure, shipment #9288, and will be held available for dispatch to dockside until receipt of notice from Air Service Command that movement is ready to depart. for HUME PEABODY Brig.Gen.USA Dir., W.O.&M Incl: n/c

OCT 22 42 AM

RECEIVED PLANS DIV.

(Do not use reverse side) W-4071,AF, Rev.8/14/41

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Structure

2. AFROM AFAEP 10/19

RCB/nf 71079

1. Memorandum for the Commanding General, Army Air Forces, dated October 9, 1942, from the Assistant Chief of Staff, authorized the substitution of one C-78 airplane for the observation type amphibian airplane referred to in the basic communication.

2. C-78 airplane, serial number 42-58168, is being crated for shipment to Structure, shipment #9288, and will be held available for dispatch to dockside until receipt of notice from Air Service Command that movement is ready to depart.

HUME PEABODY
Brig.Gen.USA
Dir., W.O.&M

Incl: n/c

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SECRET
BY AUTHORITY OF A.O. OF S, OPD

WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
OPERATIONS DIVISION
WASHINGTON

9-27-42 (Date) (Initials)

OPD 370.5/30 (9-27-42)

SEP 29 1942

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES:
(Attn: Plans Division, Air Staff (Lt. Col. Malverson)

Subject: STRUCTURE Air Force.

1. For your guidance as regards the training and preparation for service overseas of the STRUCTURE Air Force, the following information is submitted:

Because of the conditions imposed by the current shipping situation, the sailing of the STRUCTURE Defense Force has been indefinitely postponed. It is therefore, now possible to include the personnel of the Flight Echelon of the 99th Fighter Squadron with Shipment #9288, the STRUCTURE Air Force. A directive to amend the present movement orders for that shipment accordingly is being issued by this Division. Your headquarters will be advised as soon as information concerning the future sailing of the force is known.

2. Your attention is invited to the Air Plan, Annex 13 to Operations Plan, STRUCTURE, dated March 1, 1942. Section IV of that plan, Troops and Units, provides in addition to other aircraft, one (1) observation type amphibian plane for the STRUCTURE Air Force. It is desired that you take the necessary action to make such an aircraft available for shipment to STRUCTURE, and that you inform this division of the action taken.

By direction of the Commander-in-Chief

THOS. T. HANDY
Major General
Assistant Chief of Staff

WALTER C. SWEENEY, JR.,
Colonel, A. C.,
Executive, Theater Group, OD, WDGS

SEP 30 1942

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AEP

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MEMORANDUM FOR COL. WILLIAMS:

Re: Task Force Structure.

1. Attached herewith are copies of the latest status reports on the main elements of above Force.

2. Original plans called for the ground elements to leave 1 October 1942 and the air elements by 21 October 1942. Departure has been indefinitely postponed by OPD due to shortage of shipping. The Force is now alerted.

3. This is brought to your attention in view of your suggestion for its possible early departure.

T. A.
A. HALVERSEN,
Lt. Col., G.S.C.

Incls:

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S E C R E T

MEMORANDUM FOR THE DEPUTY CHIEF OF STAFF
(Thru O P D)

Subject: Movement Orders, Shipment No._____; for_____
(Destination)

Scheduled for Overseas Movement about _____
(Date)

Unit	White or Colored	Date of Activation	Name of Unit Commander and his General Efficiency Rating	UNIT'S STATUS of TRAINING (UNITS ABILITY to PERFORM its PRIMARY MISSION - include status of firing prescribed courses for weapons with which unit is armed - see note below*).
689th Sig AW Rptg Co., Spec.	Colored	March 25,1942	Capt. Herbert H. Orr, O-268513	The actual strength is 3 officers, 141 enlisted men.
			Excellent	The unit is approximately 75% trained. It has not completed
				firing weapons with which armed and lacks some trained
				specialists due to insufficient training equipment. It is
				recommended that this unit be retained at its present station
				and training continued until October 30, 1942.

Approved _____ (Date)
Deputy Chief of Staff

Forwarded

_____
for A C of S Opns. Div.

_____
for C G, Army Ground Forces
C G, Army Air Forces or
C G, Services of Supply
(strike out two)

*(Note: When this space is insufficient to show true "picture" of unit's status use second sheets)

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S E C R E T

MEMORANDUM FOR THE DEPUTY CHIEF OF STAFF
(Thru O P D)

Subject: Movement Orders, Shipment No._____; for _____
(Destination)

Scheduled for Overseas Movement about _____
(Date)

Unit	White or Colored	Date of Activation	Name of Unit Commander and his General Efficiency Rating	UNIT'S STATUS of TRAINING (UNITS ABILITY to PERFORM its PRIMARY MISSION - include status of firing prescribed courses for weapons with which unit is armed - see note below*).
685th Sig AW Rptg Co., Spec.	Colored	March 25,1942	Capt. Herbert H. Orr, O-268513	The actual strength is 3 officers, 141 enlisted men.
			Excellent	The unit is approximately 75% trained. It has not completed
				firing weapons with which armed and lacks some trained
				specialists due to insufficient training equipment. It is
				recommended that this unit be retained at its present station
				and training continued until October 30, 1942.

Approved _____ (Date)
Deputy Chief of Staff

Forwarded

_____
for A C of S Opns. Div.

_____
for C G, Army Ground Forces
C G, Army Air Forces or
C G, Services of Supply
(strike out two)

*(Note: When this space is insufficient to show true "picture" of unit's status use second sheets)

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S E C R E T

MEMORANDUM FOR THE DEPUTY CHIEF OF STAFF
(Thru O P D)

Subject: Movement Orders, Shipment No._____; for_____
(Destination)

Scheduled for Overseas Movement about _____
(Date)

Unit	White or Colored	Date of Activation	Name of Unit Commander and his General Efficiency Rating	UNIT'S STATUS of TRAINING (UNITS ABILITY to PERFORM its PRIMARY MISSION - include status of firing prescribed courses for weapons with which unit is armed - see note below*).
Flt Echelon (Pilots only)	Colored	3-19-41	Lt. Col. Ben. O. Davis (Colored)	Unit can perform primary mission at time of departure. Training of individual pilots is excellent. Unit training is satisfactory. Unit has fired ground gunnery and will fire aerial gunnery if unit does not depart before November 15, 1942. Status of personnel is 100%. Equipment shortages (excluding airplanes) will be made up prior to departure (unit is on A-2 priority for equipment). Allotment of airplanes cannot be established until approximate date of departure is known.
99th Fighter Squadron			Eff. Rating - Excellent	

Approved _____ (Date)
Deputy Chief of Staff

GORDON P. SAVILLE,
Colonel, Air Corps,
Director of Air Defense.
for [redacted]
C G, Army Air Forces or
[redacted]
(strike out two)

Forwarded

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for A C of S Opns. Div.

*(Note: When this space is insufficient to show true "picture" of unit's status use separate sheets)

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S E C R E T

MEMORANDUM FOR THE DEPUTY CHIEF OF STAFF
(Thru O P D)

Subject: Movement Orders, Shipment No._____; for_____
(Destination)

Scheduled for Overseas Movement about _____
(Date)

Approved _____ (Date)
Deputy Chief of Staff

Unit	White or Colored	Date of Activation	Name of Unit Commander and his General Efficiency Rating	UNIT'S STATUS of TRAINING (UNITS ABILITY to PERFORM its PRIMARY MISSION - include status of firing prescribed courses for weapons with which unit is armed - see note below*).
83rd Fighter Control Sq	White	2-9-42	C.O. 1st Lt. Nelson S. Brook, O-432774, Eff. Rating - Excellent	Unit can satisfactorily perform primary mission at time of departure. Training is good. Unit has fired weapon with which armed. Present strength of unit is 97% but will be filled prior to departure. Equipment shortages will be made up prior to departure.

GORDON P. SAVILLE,
Colonel, Air Corps,
Director of Air Defense
for C G, Army Ground Forces
C G, Army Air Forces or
C G, Services of Supply
(strike out two)

Forwarded

_____
for A C of S Opns. Div.

*(Note: When this space is insufficient to show true "picture" of unit's status use second sheets)

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WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
OPERATIONS DIVISION
WASHINGTON

SECRET
BY AUTHORITY OF A.C. OF S. OPD
10-7-42 RP
Date Initials

OPD 452.1/(8-6-42) October 7, 1942.

[illegible]:

Subject: Amphibian Airplane for Iceland Place.

1. Recommendations contained in attached disposition form from your headquarters dated 5 October, 1942 are concurred in by this Division. The Operations Plan, Structure has been changed accordingly.

2. It is desired that you make available a suitable biplace land based airplane for the Iceland Force, Structure, and that this Division be informed of the action taken.

By direction of the Commander-in-Chief:

[illegible],
Major General,
Assistant Chief of Staff.

1 Incl:-
Dft fr CINC to WDGS, dated 5 October 1942.

Walter C. Sweeney Jr.
WALTER C. SWEENEY, JR.,
Colonel, A. C.,
Executive, Theater Group, OD, WDGS.

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OCT 8 1942
AEP
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FOR VICTORY BUY UNITED STATES SAVINGS BONDS AND STAMPS

Courier
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SECRET
BY AUTHORITY OF A.C. OF S, OPD
10-7-42 BP
Date Initials

OPD 452.1/DO (10-6-42) October 7, 1942.

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

Subject: Amphibian Airplane for Foreign Place.

1. Recommendations contained in attached Disposition Form from your headquarters dated 6 October, 1942 are concurred in by this Division. The Operations Plan, Structure has been changed accordingly.

2. It is desired that you make available a suitable biplace land based airplane for the Defense Force, Structure, and that this Division be informed of the action taken.

By direction of the Commander-in-Chief:

THOS. T. HANLY,
Major General,
Assistant Chief of Staff.

1 Incl:-
D/F fr AAF to OPD, dated
6 October 1942.

WALTER C. SWEENEY, JR.,
Colonel, A. C.,
Executive, Theater Group, OD-WDGS.

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WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
DISPOSITION FORM

Date OCT 6 1942

AG

AAF

SUBJECT: Amphibian Airplane for Structure.

	USW	ASW	ASWA	B-LP	BOWD	BPR
	C/S	G-1	G-2	G-3	G-4	(OPD) WPD
	Sec. G/S	NGB	JAG	IG	QMG	SG
TO:	OCAC	CSO	Fin.	Ord.	Ex.R.A.	ENGR
	AFCC	Inf	FA	Cav	CAC	CWS
	TAG					

FOR:	SW directs	(Comment or concurrence)	Information for reply
	Draft of reply attached	Direct reply maje	_____Ind. approved
	Approved	Inviting attention to	Primary interest
	Disapproved	See notation of_____	Notation and return
	File	Information	Noted_____

AFAIP
JH-mlf

1. All the amphibian type aircraft now within the Army Air Forces are on high priority assignments with Military Intelligence or assigned to West Point where they are required to transport cadets for classes.

2. In view of the shortage of this type of aircraft within the Army Air Forces it is requested that the plan for Structure be revised and that the amphibian aircraft be deleted. It is recommended that a suitable biplace land based aircraft be substituted.

For the Commanding General, Army Air Forces:

O. A. ANDERSON,
Brigadier General, U.S.A.
Assistant Chief of the Air Staff, Plans.

OCT 6 P.M.
10-6/479

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OPD. WDGS.

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W-4689, A.C.

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Memo sent
act - Oct. 27-42

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RECEIPT OF SECRET DOCUMENT

DATE_____

SUBJECT: Ammh. Ar. for Structure.

Receipt is acknowledged of Disposition Form classified "Secret" above subject . Dated _____. For Operations Division, General Staff, from Plans Division, Air Staff.

_____
OFFICER RANK

_____
OFFICE

Return to:
Room 2111. Munitions Bldg.
Plans Division, Air Staff.

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AFAEP
JH-mlf
10/7/42
71189 or 5834

690

SUBJECT: Structure.

JJO'S:ek 6701

2. AFACT AFAEP 10-2

1. All the amphibian type aircraft now within the Army Air Forces are on high priority assignments with Military Intelligence or assigned to West Point where they are required to transport cadets for classes.

2. In view of the shortage of this type of aircraft within the Army Air Forces it is requested that the plan for Structure be reviewed and that the amphibian aircraft be deleted unless a definite requirement is established for the plane.

ROBERT W. HARPER
Colonel, G.S.C.

---

3. AFAEP AFACT 10-7

JH-mlf 5834

1. It was recommended by this Division to OPD that a suitable land based plane be substituted. See copy of Memorandum to CG, AAF dated 7 October'42 (attached).

2. Request a suitable plane be designated and necessary action be taken to effect the substitution.

Incl: n/c
added: cy memo for CG,AAF dtd 10/7/42 frm OPD

O. A. ANDERSON,
Brig. Gen., USA.

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Structure.

JH-mlf
5834

1. AFAEP AFACT 10-42
10/1

1. For your information.

2. Request information as to availability of amphibian A/P mentioned in paragraph No. 2,(cy.)attached memorandum.

O. A. ANDERSON,
Brig. Gen., USA

Information copies have been sent to:
AAF, RAD, RBS, WDS, ROM & DPU, ATC.

Incl: cy Memo for CG, AAF frm OPD dtd 9/27/42 above subject.

JJO'S:ek 6701

2 AFACT AFAEP 10-2

1. All the amphibian type aircraft now within the Army Air Forces are on high priority assignments with Military Intelligence or assigned to West Point where they are required to transport cadets for classes.

2. In view of the shortage of this type of aircraft within the Army Air Forces it is requested that the plan for Structure be reviewed and that the amphibian aircraft be deleted unless a definite requirement is established for the plane.

ROBERT W. HARPER
Colonel, G. S. C.

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October 7, 1942.

OPD 452.1/DO (10-6-42)

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

Subject: Amphibian Airplane for Foreign Place.

1. Recommendations contained in attached Disposition Form from your headquarters dated 6 October, 1942 are concurred in by this Division. The Operations Plan, Structure has been changed accordingly.

2. It is desired that you make available a suitable biplace land based airplane for the Defense Force, Structure, and that this Division be informed of the action taken.

By direction of the Commander-in-Chief:

THOS. T. HANDY,
Major General,
Assistant Chief of Staff.

1 Incl:
D/F fr AAF to OPD, dated
6 October 1942.

cy for Lt.Col.Halversen.

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Amphibian Airplane for Structure.

OPD zzz

Comment or concurrence

AFAEP
JH-mlf

1. All the amphibian type aircraft now within the Army Air Forces are on high priority assignments with Military Intelligence or assigned to West Point where they are required to transport cadets for classes.

2. In view of the shortage of this type of aircraft within the Army Air Forces it is requested that the plan for Structure be reviewed and that the amphibian aircraft be deleted. It is recommended that a suitable biplace land based aircraft be substituted.

For the Commanding General, Army Air Forces:

O. A. ANDERSON,
Brigadier General, U.S.A.
Assistant Chief of the Air Staff, Plans.

NOTE: Cablegram sent to CG, 3d AF this date saying impossible to give date of departure of unit now.

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Structure.

JH-mlf
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1. AFAEP AFACT 1942
10/1

1. For your information.

2. Request information as to availability of amphibian A/P mentioned in paragraph No. 2,(cy.)attached memorandum.

Information copies have been sent to:
R&D, ADS,
ROM & DPU

Incl: cy Memo for CG, AAF frm OPD dtd 9/27/42 above subject.

O. A. ANDERSON,
Brig. Gen., USA

Note: Cables sent CG, 3d AF giving information on above mentioned memo and also to CO Tuskegee Army Flying School. This date.

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[illegible] sent to [illegible], ROK, = DPU this date

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Structure.

JH-mlf 5834

1. AFAEP AFRAD 1942 10/1

1. For your information & necessary action.

Information copies have been sent to:

ACT, RBS
ROM & DPU

Incl: cy Memo for CG,AAF dtd 9/27/42 frm OPD above subject

O. A. ANDERSON,
Brig.Gen., USA

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WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
Operations Division
WASHINGTON

9/27/42

OPD 370.5/DO (9-27-42)

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES:
(Attn: Plans Division, Air Staff (Lt. Col. Halverson)

Subject: STRUCTURE Air Force.

1. For your guidance as regards the training and preparation for service overseas of the STRUCTURE Air Force, the following information is submitted:

Because of the conditions imposed by the current shipping situation, the sailing of the STRUCTURE Defense Force has been indefinitely postponed. It is therefore, now possible to include the personnel of the Flight Echelon of the 99th Fighter Squadron with Shipment #9208, the STRUCTURE Air Force. A directive to amend the present movement orders for that shipment accordingly is being issued by this Division. Your headquarters will be advised as soon as information concerning the future sailing of the force is known.

2. Your attention is invited to the Air Plan, Annex 13 to Operations Plan, STRUCTURE, dated March 1, 1942. Section IV of that plan, Troops and Units, provides in addition to other aircraft, one (1) observation type amphibian plane for the STRUCTURE Air Force. It is desired that you take the necessary action to make such an aircraft available for shipment to STRUCTURE, and that you inform this division of the action taken.

By direction of the Commander-in-Chief

THOS. T. HANDY
Major General
Assistant Chief of Staff

/s/ Walter C Sweeney, Jr.

WALTER C. SWEENEY, JR.,
Colonel, A.C.
Executive, Theater Group, OD-WDGS

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September 9, 1942.

Col. F. Von H. Kimble
C.O. A.A.F.
Tuskegee, Alabama

Dear Kimble,

Your request for the decontamination truck has been approved. Col. Doxey, Chemical Officer in Base Services will see that you get the necessary equipment. The four additional men you wanted did not get approval inasmuch as it was felt that the Chemical personnel in the squadron could do the job with little extra assistance.

With respect to the shortages in signal equipment, the following action has been taken. The Director of Communications has been advised of the existing shortages and is going to take necessary action to get the needed items. Concerning QM items, Base Services has advised us that field ranges are critical items of equipment and are not being furnished to any units within the Continental limits of the United States for other than instructional purposes. They will be furnished at the Port of Embarkation. Shelter halves and cots will not be issued unless they are specifically mentioned in the movement order. The necessary Arms and helmets will be issued at the Port of Embarkation. As for the T.P.A. for the Service Sq. detachment, Base Services states that they were distributed 24 August, and that you were on the mailing list.

Please let me know if there are any other matters that need attention.

Sincerely,

J. Halversen,
Lt.Col., Inf.

P.S. I just learned that the Air echelon will depart on or about 21 October, 1942.

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BY AUTHORITY OF A.C. OF S, OPD
Date Initials

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Col Halverson
Rm 2111

AFROM E-,ser

Lt. Col. D. L. Provost
Ext. 5861 or 5238

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Movement Orders, Flight Echelon, 9238.

The Secretary of War directs:

1. That confidential instructions, substantially as follows, be issued and forwarded to the:

Commanding General, Third Air Force (via Air Mail)
Air Transport Command
Chief of Field Services, Air Service Command, Wright Field, Ohio

1. It is desired that the necessary action be taken without delay to prepare for foreign service and to move for permanent change of station the flight echelon listed below on or about October 20, by air and/or rail, from present station to the 36th St. Airport, Miami, Florida, and thence to overseas destination by air transportation provided by the Commanding General, Air Transport Command.

UNIT	SHIPMENT NUMBER	PRESENT STATION	ADDRESS TO ISSUE MOVEMENT ORDERS	STRENGTH OFF.	EM.	T/O
*99th Fighter Sq (Flight Echelon only)	9238-A	Tuskegee, Ala.	CO, Third Air Force	27	30	1-27 (7-1-42) plus 1 Off

Orders have been issued on the Ground Echelon consisting of 12 Off and 219 EM.

*Colored officer and enlisted personnel.

2. Direct communication is authorized.

3. a. Clothing (for tropical service) and individual equipment will be taken as prescribed in T/BA No. 21, June 20, 1942. Helmets, steel (M-1 only) and shoes, service (not shoes, low quarter)

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will be taken by all individuals. The following additional items will be taken:

Covers, mattress (two per individual)
Shirts, cotton, khaki (one extra per individual)
Shoes, service (one extra pair per individual)

b. Organizational equipment normally issued to individuals will be taken according to T/BA No. 1, July 1, 1942. Individuals in this movement will be armed with one weapon ONLY as follows:

Officers, with submachine guns, caliber .45
Enlisted men, with carbines, caliber .30 (M-1)
or rifles caliber .30, M-1903.

c. One unit of fire for all arms and automatic weapons will be taken by individuals.

d. Equipment and baggage of this flight echelon not carried by it will be prepared and sent to the Charleston Port of Embarkation for shipment with the ground echelon, marked as follows:

To: Port Troop S
C. . of S.
Charleston, S. C.

For: 9230-A

5. The provisions of Inclosure No. 1 (Revision of June 13, 1942) are applicable to this movement except as follows:

a. See paragraph 9 g this order.

b. Delete paragraph 9 h (3) substituting therefor:

"Attention is invited to letter, AG 720.3 (6-22-42) MO-SPGA-PE-M, June 29, 1942, subject "Vaccination of Troops against Yellow Fever"."

c. Add paragraph 9 h (4):

"Vac inate with typhus vaccine".

6. In lieu of subsistence, a flat per diem of six dollars ($6.00) is authorized for travel by military aircraft and or for periods of temporary duty en route for both officers and enlisted men, in accordance with existing law and regulations, from time of departure from home

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station until arrival at final destination.

7. Cost of transportation of troops and individuals, including advance detachments and the shipment of things, will be governed by Section II, Circular 208, W.D., 6.8.

8. Reference transportation of dependents and movement of household goods, attention is directed to provisions of W.D. Circular 261, August 4, 1942.

9. The Commanding General, Third Air Force, will:

a. Be responsible for absorbing officer and enlisted personnel not qualified for foreign service and for filling the unit to the strength indicated.

b. Require personnel to have fired the weapon with which armed, prior to departure from home station.

c. Assume responsibility charged to the Commanding General, Army Air Forces, in paragraph 5 g of Inclosure No. 1 (Revision of June 18, 1942).

d. Require a thorough inspection of the unit prior to departure from the Continental United States (see AAF Memorandum No. 42-36, April 14, 1942), subject "Administrative Inspection Prior to Overseas Duty").

e. Report (using shipment number only) to the Commanding General, Army Air Forces, (AFRDM), Washington, D. C. by telegraph or TWX the date of departure from home station. (Example: Flight Echelon, Shipment 9288-A, departed this station Sept. 5.)

f. Cause the Commanding Officer of the home station from which movement to overseas destination is made, to submit to The Adjutant General (Attention: Machine Records Branch) a roster showing the shipment number, authority for transfer, serial number, grade, name and organization of each individual in the movement; also W.D., A.G.O. Form No. 43, emergency addressee card, properly executed and verified, will be submitted at the same time for each individual in the movement.

g. Furnish the Director of Personnel, Army Air Forces, with a copy of the roster submitted in f above (amended to show any changes therein as of date of departure from the Continental U.S.)

10. The Commanding General, Air Transport Command, will:

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a. Inform the Commanding General, Third Air Force, of the time and date the flight echelon and equipment accompanying it are desired in Miami, Florida.

b. When this flight echelon has been fully prepared for overseas duty, and upon arrival at Miami, Florida, assume control of the flight echelon for dispatch and movement to final destination.

11. In addition to distribution required by paragraphs 2 and 3, W.D. Circular No. 192, c.s. and other appropriate distribution, copies of all movement orders issued reference this order will be furnished without delay as follows:

30-Commanding General, Army Air Forces (AFDAG-Publications Section)
7-Commanding General, Services of Supply
1-Commanding General, Charleston Port of Embarkation
1-Port Air Officer, Charleston Port of Embarkation
1-Commanding General, Air Transport Command
1-Returns Section, Miscellaneous Division, AGO
1-Chief of Field Services, Air Service Command, Wright Field, Ohio (via Air Mail)
1-Troop Movement and Supply Section, Operations Division, SOS, Washington, D. C.
1-Commanding Officer, Third Air Service Area Command.

II. Inform the following of action taken in paragraph I above:

Commanding General, Services of Supply
Commanding General, Fourth Service Command
Commanding Officer, Caribbean Wing, ATC, Morrison Field, West Palm Beach, Fla.
Chief, African Middle-Eastern Theater Group, OPD, WDGS
Chief, Logistics Group, OPD, WDGS

For the Commanding General, Army Air Forces:

NOAH MEADOW,
Brigadier General, U.S. Army,
Director, War Organization and Movement.

MEMORANDUM FOR RECORD: Requested pursuant to authority contained in Memorandum to the Commanding General, Army Air Forces, OPD 370.5 Structure (7-11-42), August 26, 1942, subject "Movement of Structure Air Force".

Copies to:

AC of S, OPD, WDGS (Att: Col. Hodes, Rm. 2517)
CG, SOS, Troop Movement Section (Rm. 3015)

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HEADQUARTERS ARMY AIR FORC

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ROUTING AND RECORD SHEET

File No. _____

Note. -- A line will be drawn across sheet after each comment.

Tally No. AAF _____

SUBJECT: Task Force Structure

NO.	FROM	TO	DATE	COMMENTS
1. Cont.	AFAEP	AFRBS	8/26	d. Ordnance Equipment Major shortage in arms and ammunition exist. e. 83rd Fighter Control Sq. Copy of special Table of equipment not received. 2. In connection with the above, your attention is invited to Item 6, R/R dated 31 July 42 subject: Tuskegee Army Flying School. O. A. ANDERSON Col., G. S. C.
2.	AFRBS/ SUP	AFAEP	1942 8/31	RBS/SUP 400.37 RBS-4-S JHK:tv 1. There is attached hereto, copy of Routing and Record Sheet forwarded to Director of Communications, relative to the shortage of Signal equipment for the 99th Fighter Squadron, 83rd Fighter Control Squadron, and 689th S.AWR. Co., Frontier, as outlined in Comment 1 above. 2. Services of Supply has advised this office that Table of Basic Allowances for Service Squadron Detachments were distributed on August 24, 1942. Tuskegee Army Air Base, Tuskegee, Alabama was included in the mailing list applicable to that distribution. 3. Concerning the items of Quartermaster equipment listed as shortages, the following applies: ~~SECRET~~

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RECEIVED PLANS DIV.

(Do not use reverse side) W-4071, AF, Rev. 8/14/41

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

File No. _____

Note -- A line will be drawn across sheet after each comment.

Tally No. AAF _____

SUBJECT: Task Force Structure

NO.	FROM	TO	DATE	COMMENTS
2.	Continued			a. Field ranges are critical items of equipment and are not being furnished to any Army units within the continental limits of the United States for other than instructional purposes. At such time as the Task Force Structure embarks for overseas duty, field ranges will be furnished at the Port of Embarkation. b. Instructions from Army Air Forces precludes the issuance of shelter halves to Air Force units. However, if the Task Force Structure is to be equipped with shelter halves, the supply of that item of equipment will be specified in the Movement Order. c. Cots canvas folding, if required by the Task Force Structure at their ultimate overseas destination, will be set up in the Movement Orders and will be furnished at such time as the unit embarks. d. Helmets will be furnished at the Port of Embarkation at such time as the Task Force Structure embarks. 4. Necessary arms and ammunition for the Task Force Structure will be furnished that unit at the Port of Embarkation at such time when that unit sails for overseas duty and the supply of same will be set up in Movement Orders. 5. Special Table of equipment applicable to units departing for overseas destinations are included in the issuance of Movement Orders and is prepared by the unit concerned. 6. Information as to the shortages of Signal equipment will be furnished upon receipt of same by this office. for /s/ L. P. WHITTEN Colonel, Air Corps 1 Incl. Cy. R&R 8/28/42

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HEADQUARTERS ARMY AIR FORCE

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ROUTING AND RECORD SHEET

File No. _____

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Tally No. AAF _____

SUBJECT: Task Force Structure

NO.	FROM	TO	DATE	COMMENTS JH/evm 71189
1	AFARP	AFRBS Atten: Maj. L.J. Donahue	1942 8/26	1. As a result of a visit to Tuskegee, Ala. to observe progress of Task Force Structure which will sail for overseas station on or about 1 Oct 42, the following matters with reference to supply are submitted for your information and necessary action: a. Signal Equipment Numerous shortages exist at present in the following Signal equipment for organizations indicated: 99th Fighter Squadron - 1917-8-SC-42 1917-21-SC-42 1917-30-SC-42 1917-1-SC-43 83rd Fighter Control Squadron - 1917-37-SC-42 1917-14-SC-43 689th S.A.R. Co., Frontier - 1917-20-SC-42 1917-8-SC-43 b. T.B.A. for Svc. Sq. Detachment Table of basic allowances for the Svc. Sq. Det. to consist of 2 officers and 34 enlisted men has not been received. c. Quartermaster Equipment Shortages exist on following items for which requisitions have been submitted: Field Ranges (Model 1937) Shelter Halves Cots canvas folding Helmets

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RBS/SUP 400.37

RBS-4-S
JHK:tv

2. AFRBS/SUP AFAEP 1942 8/31

1. There is attached hereto, copy of Routing and Record Sheet forwarded to Director of Communications, relative to the shortage of Signal equipment for the 99th Fighter Squadron, 83rd Fighter Control Squadron, and 689th S.AW.R. Co., Frontier, as outlined in Comment 1 above.

2. Services of Supply has advised this office that Table of Basic Allowances for Service Squadron Detachments were distributed on August 24, 1942. Tuskegee Army Air Base, Tuskegee, Alabama was included in the mailing list applicable to that distribution.

3. Concerning the items of Quartermaster equipment listed as shortages, the following applies:

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2. Continued

a. Field ranges are critical items of equipment and are not being furnished to any Army units within the continental limits of the United States for other than instructional purposes. At such time as the Task Force Structure embarks for overseas duty, field ranges will be furnished at the Port of Embarkation.

b. Instructions from Army Air Forces precludes the issuance of shelter halves to Air Force units. However, if the Task Force Structure is to be equipped with shelter halves, the supply of that item of equipment will be specified in the Movement Order.

c. Cots canvas folding, if required by the Task Force Structure at their ultimate overseas destination, will be set up in the Movement Orders and will be furnished at such time as the unit embarks.

d. Helmets will be furnished at the Port of Embarkation at such time as the Task Force Structure embarks.

4. Necessary arms and ammunition for the Task Force Structure will be furnished that unit at the Port of Embarkation at such time when that unit sails for overseas duty and the supply of same will be set up in Movement Orders.

5. Special Table of equipment applicable to units departing for overseas destinations are included in the issuance of Movement Orders and is prepared by the unit concerned.

6. Information as to the shortages of Signal equipment will be furnished upon receipt of same by this office.

1 Incl.
Cy. R&R 8/28/42

L. P. WHITTEN
Colonel, Air Corps

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RBS/SUP 400.37
(Supplies - Expeditions)

Supplies for Task Force Structure, Tuskegee Army Air Base, Alabama.

RBS-4-S 71014
JHK:tv

1. AFRBS/SUP AFTSC 1942 8/28

1. Excerpts of a report submitted to this office by a representative of the Office of the Assistant Chief of Air Staff (Plans) on a tour of inspection to Tuskegee Army Air Base, Alabama to observe progress of Task Force Structure indicates that there is existing shortages of certain items of Signal Corps equipment necessary in connection with the operations of Task Force Structure Project.

2. There is outlined below a list of these shortages and the respective organizations concerned:

99th Fighter Squadron - 1917-8-SC-42
1917-21-SC-42
1917-30-SC-42
1917-1-SC-43

83rd Fighter Control Squadron - 1917-37-SC-42
1917-14-SC-43

689th S.AWR. Co., Frontier - 1917-20-SC-42
1917-3-SC-43

3. It is requested that such action as is considered necessary, or deemed advisable, be taken by your office to insure the prompt delivery of the listed shortages to the respective units at Tuskegee Army Air Base, Alabama.

4. It is further requested that this office be advised in this instance.

L. P. WHITTEN
Colonel, Air Corps

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Task Force Structure

RMS/SUP 400.37

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2. AWRBS/SUP APAEP 1942 8/31

1. There is attached hereto, copy of Routing and Record Sheet forwarded to Director of Communications, relative to the shortage of Signal equipment for the 99th Fighter Squadron, 83rd Fighter Control Squadron, and 689th S.AW.R. Co., Frontier, as outlined in Comment 1 above.

2. Services of Supply has advised this office that Table of Basic Allowances for Service Squadron Detachments were distributed on August 24, 1942. Tuskegee Army Air Base, Tuskegee, Alabama was included in the mailing list applicable to that distribution.

3. Concerning the items of Quartermaster equipment listed as shortages, the following applies:

P.V.Q.L.

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Task Force Structure

2. Continued

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a. Field ranges are critical items of equipment and are not being furnished to any Army units within the continental limits of the United States for other than instructional purposes. At such time as the Task Force Structure embarks for overseas duty, field ranges will be furnished at the Port of Embarkation.

b. Instructions from Army Air Forces precludes the issuance of shelter halves to Air Force units. However, if the Task Force Structure is to be equipped with shelter halves, the supply of that item of equipment will be specified in the Movement Order.

c. Cots canvas folding, if required by the Task Force Structure at their ultimate overseas destination, will be set up in the Movement Orders and will be furnished at such time as the unit embarks.

d. Helmets will be furnished at the Port of Embarkation at such time as the Task Force Structure embarks.

4. Necessary arms and ammunition for the Task Force Structure will be furnished that unit at the Port of Embarkation at such time when that unit sails for overseas duty and the supply of same will be set up in Movement Orders.

5. Special Table of equipment applicable to units departing for overseas destinations are included in the issuance of Movement Orders and is prepared by the unit concerned.

6. Information as to the shortages of Signal equipment will be furnished upon receipt of same by this office.

1 Incl.
Cy. MMR 8/28/42

L. P. WHITTEN
Colonel, Air Corps

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Task Force Structure

JH/ewm 71189

1 AFAEP AFRBS 1942 8/26
Atten: Maj. L.W. Donahue

1. As a result of a visit to Tuskegee, Ala. to observe progress of Task Force Structure which will sail for overseas station on or about 1 Oct 42, the following matters with reference to supply are submitted for your information and necessary action:

a. Signal Equipment

Numerous shortages exist at present in the following Signal equipment for organizations indicated:

99th Fighter Squadron	-	1917-8-SC-42 1917-21-SC-42 1917-30-SC-42 1917-1-SC-43
83rd Fighter Control Squadron	-	1917-37-SC-42 1917-14-SC-43
689th S.AW.R. Co., Frontier	-	1917-20-SC-42 1917-8-SC-43

b. T.B.A. for Svc. Sq. Detachment

Table of basic allowances for the Svc. Sq. Det. to consist of 2 officers and 34 enlisted men has not been received.

c. Quartermaster Equipment

Shortages exist on following items for which requisitions have been submitted:

Field Ranges (Model 1937)
Shelter Halves
Cots canvas folding
Helmets

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Task Force Structure

1. AFAEP AFRBS 8/26
Cont.

d. Ordnance Equipment

Major shortage in arms and ammunition exist.

e. 83rd Fighter Control Sq.

Copy of Special Table of equipment not received.

2. In connection with the above, your attention is invited to Item 6, R/R dated 31 July 42 subject: Tuskegee Army Flying School.

O. A. ANDERSON
Col., G. S. C.

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Task Force Structure

JH/ewm 71189

1 AFAEP AFRBS 1942 8/26
Atten: Maj. L.W. Donahue

1. As a result of a visit to Tuskegee, Ala. to observe progress of Task Force Structure which will sail for overseas station on or about 1 Oct 42, the following matters with reference to supply are submitted for your information and necessary action:

a. Signal Equipment

Numerous shortages exist at present in the following Signal equipment for organizations indicated:

99th Fighter Squadron	-	1917-8-SC-42 1917-21-SC-42 1917-30-SC-42 1917-1-SC-43
83rd Fighter Control Squadron	-	1917-37-SC-42 1917-14-SC-43
689th S.AW.B. Co., Frontier	-	1917-20-SC-42 1917-8-SC-43

b. T.B.A. for Svc. Sq. Detachment

Table of basic allowances for the Svc. Sq. Det. to consist of 2 officers and 34 enlisted men has not been received.

c. Quartermaster Equipment

Shortages exist on following items for which requisitions have been submitted:

Field Ranges (Model 1937)
Shelter Halves
Cots canvas folding
Helmets

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Task Force Structure

1. AFAEP AFRBS 8/26
Cont.

d. Ordnance Equipment

Major shortage in arms and ammunition exist.

e. 33rd Fighter Control Sq.

Copy of special Table of equipment not received.

2. In connection with the above, your attention is invited to Item 6, R/R dated 31 July 42 subject: Tuskegee Army Flying School.

O. A. ANDERSON
Col., G. S. C.

2.

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SUBJECT: Commanding Officer, 99th Fighter Squadron

F/TCR:mse - 73706

1	AFRAD	AFAEP Atten: Colonel Halverson	1942 8-21	Colonel Tourtelot, Commanding Officer, 3rd Fighter Command, reports that Major Sam W. Westbrook, 0-22624, has been assigned as temporary commander of the 99th Fighter Squadron until such time as the colored commanding officer is capable of running the Squadron alone.

GORDON P. SAVILLE,
Colonel, Air Corps.

---

2 AFAEP AFRAD 8/26 JH/evm 71189

1. Attention is invited to copy of telegram to C. G. 3rd A.F. (attached).

2. Maj. Westbrook will be used in the capacity of instructor.

Incl:
cpy tel.

O. A. ANDERSON
Colonel, G. S. C.

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JH-elf

Plans Division, Air Staff

URGENT SECRET

21, AUGUST 1942

CG 3d AIR FORCE
MORRIS FIELD
TAMPA FLORIDA

O.A. ANDERSON
COL., G.S.C.

AEP

THE STATEMENT WHICH APPEARS IN PARAGRAPH 2 b (1) THIS HEADQUARTERS EIGHT AUGUST 1942 WHICH STATES THAT THE C O 99TH FIGHTER SQUADRON WILL BE A WHITE OFFICER UNTIL SUCH TIME AS A COLORED OFFICER IS QUALIFIED IS REVOKED STOP LT COL BENJAMIN O DAVIS (020146) WILL ASSUME COMMAND OF THE 99TH FIGHTER SQUADRON AT ONCE STOP IT IS TENTATIVELY PLANNED TO RELIEVE LT COL DAVIS WHEN A SUITABLE REPLACEMENT HAS BEEN TRAINED STOP

ARNOLD

COPIES TO: Col. F. Von Kimble
C.O. AA Forces
Tuskegee, Ala.

Col. P.L. Sadler
C.O. Force 58 9
Camp Davis, N.C.

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JH-mlf
8/26/42

Enclosures not with file copies.

Register No - 93033o

Col. Frederick Von H. Kimble
C.O. A.A.F.
Tuskegee, Alabama

My dear Kimble,

Please accept my thanks for your many courtesies during my visit. I hated to leave -- mais c'est la guerre. I hope to see you again before our boys depart.

I am returning the papers I got from various members of your staff. Action was started this morning thru Base Services and the Air Service Command to get the needed equipment. Please keep me advised if you don't start getting things soon.

With reference to the date of departure, I talked with OPD and according to present indications, you should plan to terminate training for all except the pilots on 25 September, 1942. The pilots will remain for further instruction and will be flown over some time in October (15 October probable). This will give you more time for their training.

Again many thanks.

Sincerely,

J. HALVERSEN,
Lt. Col., Inf.

Incls: Report Maj. Items of Ser.
Sq. Detachment - 6 copies
Q.M.C. Form No. 400 requisitions nos. 1917-20-SC-42
1917-9-SC-43
1917-30-SC-42
1917-9-SC-42
1917-21-SC-42
1917-1-SC-43
1917-14-SC-43
Ltr. -- Warning Orders 8/21/42 from Signal Officer.

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ADDRESS REPLY TO
HEADQUARTERS OF THE ARMY AIR
WAR DEPARTMENT
WASHINGTON, D. C.

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

MEMORANDUM FOR COL. ANDERSON:

Subject: Task Force Structure.

1. The undersigned visited Tuskegee, Ala. on 24 Aug. 1942, for the purpose of observing the progress made by Task Force Structure.

2. Training.

a. Training is proceeding satisfactorily under the active supervision of C.G. 3d Air Force. Qualified technical personnel from 3d AF are conducting training. No deficiencies were noted except in the matter of equipment.

b. Pilots sufficient in number will be available at time of departure but all will not have had the necessary 65 hours training scheduled.

c. Aerial gunnery will be conducted in Florida under supervision of CG 3d AF.

3. Equipment.

Colonel Kimble had his QM Ord. and Sig. Officers state their difficulties in securing the necessary equipment for which requisitions have been submitted. All deficiencies were noted and an R/R sent to RBS this date for necessary action.

4. Miscellaneous.

The field offered an excellent appearance. Morale of the colored officer and enlisted personnel appeared to be excellent.

J. HALVERSEN,
Lt. Col., Inf.

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J. HALVERSEN,
Lt. Col., Inf.

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August 22, 1942

MEMORANDUM FOR DIRECTOR OF WAR ORGANIZATION & MOVEMENT:

1. The Port of Embarkation cannot be definitely stated at this time. OPD (Major Palmer) advises AEP that the Force may depart from either New York or Boston.

2. In view of above, it is suggested that the memorandum contain statement that Port of Embarkation will be specified by CG, SOS.

JOSEPH HALVERSEN,
Lt. Colonel, Infantry.

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FILE

SUBJECT: Status of Structure Force.

2. AFAEP AFRAD 1942 8/20 JH-mlf 71189

1. Movement orders for Task Force Structure are being issued by OPD for movement on or about 1 October, 1942.

2. Every effort will be made to complete training to permit departure on the above date.

O. A. ANDERSON,
Colonel, G. S. C.

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SUBJECT: Status of Structure Force.

F/TCR/mrl

1. AFRAD AFAEP 1942
ATT: Lt. 8/18
Col. Halversen.

1. As result of conference, August 17, 1942, attended by Colonel Goss, this Directorate, Colonel Kimble, and members of the Third Fighter Command, it was determined that the 99th Fighter Squadron and associated service units will require forty-five (45) days of training after the delivery of eighteen (18) airplanes.

2. Today's Status Report shows nine(9) airplanes assigned to the 99th Fighter Squadron and AFROM reports that nine(9) more are enroute to the 99th Fighter Squadron.

3. The colored Squadron Commanding Officer of the 99th Fighter Squadron has five (5) months' service and it is estimated that he will require the supervision of a white experienced officer for at least six months.

G. P. S.
Director.

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AFTAD/F
WG:mgs

August 19, 1942.

MEMORANDUM FOR THE DEPUTY CHIEF OF STAFF:

Attention: Operations Division

Subject: Status 99th Fighter Squadron.

1. Reference movement orders on the 99th Fighter Squadron, on which preliminary status reports have been furnished you. A representative of this Directorate visited Tuskegee Institute to ascertain at first hand this unit's combat readiness.

2. The following is furnished for your information:

a. The 99th Fighter Squadron is not wholly trained.

b. The Squadron Commander, 2nd Lieutenant Roberts, is rated excellent by officials at Tuskegee but is too inexperienced to have full responsibility for a squadron in an active theater. He was commissioned March 4, 1942. It is estimated that it will be necessary to assign a white squadron commander for approximately six months.

c. The 99th Squadron cannot satisfactorily perform its primary mission at time of departure (understood to be September 25, 1942). This is due to the fact that the last five pilots assigned did not graduate from flying school until August 5th. There is insufficient time remaining prior to September 25 to provide more than elementary transition training on fighter aircraft for many of the pilots. October 5th is the earliest date on which training of pilots can be completed, and that is dependent on the delivery of eighteen P-40 airplanes to Tuskegee not later than August 20. On August 18 only nine of these airplanes had arrived. To insure satisfactory performance of its mission this unit should not be transferred overseas prior to October 20.

d. Training in general is very good. Those pilots who have received transition training handle the airplane very satisfactorily. The unit has not fired nor will it be able to complete firing courses for its pilots prior to departure date.

e. One hundred per cent required personnel are at present assigned or available at the station.

f. Equipment shortages will be filled prior to departure. Requisitions are being expedited by 3rd Air Force.

3. It is desired to emphasize that, if this unit is ordered overseas prior to October 20, the decision must be made based on calculated risks, as training cannot be completed to the degree necessary prior to that time. The Commanding Officer, Tuskegee Air Base, and the Commanding Officer and Operations Officer, 3rd Fighter Command, concur.

Copy furnished: AFAEP
Attention: Col. Halversen

GORDON P. SAVILLE,
Colonel, Air Corps,
Director of Air Defense.

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HEADQUARTERS ARMY AIR FORCES
AIR STAFF, PLANS DIVISION

Date 8/15

TO

___ DIVISION CHIEF ___

___ EXECUTIVE

___ PLANS & POLICIES

___ PROGRAMS & PROJECTS

✓ COORDINATION

___ ADMINISTRATIVE

File ___
Return to ___
Forward ___

FOR:

Signature ___
Coordination ___
Concurrence ___
Comment ___
Preparation of Reply ___
Necessary Action ✓
Information ___
Primary Interest ___
Distribution in Section ___
Recommended further Distribution ___
Read if Interested ___

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X-462, AF

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N		820	1178	DIS	BF ANX		253
			71623	AAP	TEMP T		1634
L	CAPT		71085	TSC	MUNITN		2148
			72574	PMP	MARITM		619
			4776	MSP	MUNITN		3208
C	1LT		2712	ABI	MUNITN		2408
		820	1030	MAG	BF ANX		150
			3207	TFS	MARITM		413
		820	1176	DIS	BF ANX		268
			2859	MAG	MUNITN		3229
			71101	PRO	MUNITN		3147
		812	371	DCA	COMMER		5324
	LTC		6383	AFC	TEMP H		2613
		820	1178	DIS	BF ANX		253
	1LT		71068	ASC	TEMP T		2752
	CAPT		71832	TSP	MUNITN		4424
			6642	AMC	MUNITN		4106
			6985	AJA	MUNITN		4441
			6797	DMR	MUNITN		3146
			71911	DIS	MARITM		712
			72732	TSC	MUNITN		2143
	1LT		71732	CAS	MUNITN		2222
	1LT		71101	PRO	MUNITN		4402
	CAPT	820	1125	PMP	BF ANX		236
			3487	DMR	MUNITN		4227
			3489	PCP	MUNITN		4242
			71080	ROM	MUNITN		4213
			3790	MSP	MUNITN		3209
			2859	MAG	MUNITN		3229
				MSP	MUNITN		
			2964	ACG	MUNITN		2017
		820	1070	PMP	BF ANX		116
			2841	RBS	MARITM		903
R	CPL		2508	MAG	MUNITN		3151

RICHMOND J A			6978	RBS	MARITM		909
RICHMOND L J		820	1106	PMP	BF ANX		256
RICHTER I E		820	1106	PMP	BF ANX		254
RICHTER R C			4007	MAG	MUNITN		3246
RICHTER R M	2LT		71098	ABI	MUNITN		2106
RICHWINE A L	1LT	812	1240	DCA	COMMER		5317
RICKARD J			71312	AFC	TEMP H		2525
RICKARD J S		820	1030	MAG	BF ANX		1
RICKETTS R W			3353	ASC	TEMP T		1
RICKLEFS N R			71623	APA	TEMP T		16
RIDDELL R J	CAPT		2466	DIS	MARITM		
RIDGEWAY H P		812	372	DCA	COMMER		5 4
RIEL R		820	1127	PMP	BF ANX		230
RIESKE F O			6435	ASC	TEMP T		2700
RIGGLES G C			72889	TSP	MUNITN		4428
RIGHEIMER F SJR	2LT	820	1169	DIS	BF ANX		268
RILEY E O			6237	ASC	TEMP T		1701
RILEY F F	CAPT		3230	RBS	MARITM		911
RILEY J	CAPT		71225	ASC	TEMP T		1526
RILEY L P	2LT	820	1179	DIS	BF ANX		279
RILEY M H			71213	MSP	MUNITN		3203
RILEY M M			3488	PCP	MUNITN		4242
RILEY R L	MAJ		3489	PCP	MUNITN		4242
RIMKUS J C			6436	ASC	TEMP T		2700
RINALDI C			71421	TAS	MARITM		704
RINEER I D			2246	MAG	MUNITN		2218
RINGERS N		820	1168	DIS	BF ANX		284
RINGGOLD G B	LTC		71092	ABI	MUNITN		2003
RINGOLD H H			71101	PRO	MUNITN		3147
RIORDAN C M			5340	DOP	MARITM		603
RITCHEY J F			71312	AFC	TEMP H		2525
RITCHIE F D		820	1261	MAG	BF ANX		247
RITENOUR E M		820	1062	PMP	BF ANX		108
RITZERT F F			2175	MOR	MUNITN		4134

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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File No. _____

Note. -- A line will be drawn across sheet after each comment.

Tally No. AAF _____

SUBJECT: 99th Pursuit Squadron and Air Service Elements.

NO.	FROM	TO	DATE	COMMENTS JWB:vm
12	AFDPU	AFAEP	1942 8-14	Forwarded as a matter pertaining to your office in accordance with arrangements made with Lt. Col. Halversen. A. L. M. AFDPU 3 Incls n/c

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99th Pursuit Squadron and Air Service Elements.

JW:vm

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A. L. E.
AFDPU

3 Incls a/c

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SUBJECT: 99th Pursuit Squadron and Air Service Elements.

NO.	FROM	TO	DATE	COMMENTS
10	AFRAD	AFDMR	1942 7-29	F/TCR:mse 1. Action taken in Item 3 was as suggested by Colonel Moore, AFDPU, in order that action of all Directorates would be coordinated. An information copy of Item 3 was sent to each Director concerned. 2. Report called for in paragraph 3, Item 1, submitted July 28, 1942, to AFAEP, copy attached. Information for report was obtained from Colonel Kimble, Commanding Officer, Tuskegee Advanced Flying School, Tuskegee, Alabama. 3. It will be noted that directive from OPD to Commanding General, Army Air Forces, July 18, 1942 (see R&R from AFDPU to AFDMR, July 25, 1942, subject "Movement of Structure Force"), supersedes the directive contained in Item 1 above. Colonel Halverson, AFAEP, has indicated that a new directive will issue from OPD in near future changing directive of July 18, 1942. Due to above directives it is recommended that action on this paper be suspended. 4. Air Force units of Task Force Structure are now on class A-7 priority and very little training equipment can be secured under this priority. Request submitted to AFROM, this date, to have units of Task Force Structure placed in A-2 priority as soon as possible. 3 Incls. Added: "Status of Structure Force, 7/28/42" [signature] Executive
11	AFDMR	AFDPU	8/2	Concur in item 10, par. 3, recommending that action on this be suspended in view of superseding directives [signature]

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Tally No. AAF .....

SUBJECT: 99th Pursuit Squadron and Air Service Elements.

NO.	FROM	TO	DATE	COMMENTS
1.	AFAEP	AFDMR	1942 6/13	AFAEP JH-mlf 1. Attention is invited to attached memorandum to CG, AAF from OPD. 2. In accordance with above the CG AAF directs following: a. That steps be taken to supply needed planes to 99th Pursuit Squadron by Sept. 1, 1942. Aircraft will be diverted from Eastern Defense Command for this purpose if aircraft allocated to Structure is not available, 1 Sept. 1942. Loss to Eastern Defense Command will be replaced by Allocation of aircraft originally earmarked for Structure. Trainers now allotted 99th Pur.Sq. will be increased to accommodate 33 pilots by 5 Aug. 1942. b. That following units (or similar units under new T/O) be brought to full T/O strength as soon as practicable and concentrated in Tuskegee, Alabama for intense training: FIGHTER 99th Pursuit Sq. 83d I.C. Sq. (reduced) 689th Signal AW Reporting Co. (Frontier) (Less 1 Rept. Plat) Hq. 96th Maint. Gp. (reduced) 366th Materiel Sq. (reduced) 101st Chem. Plat (reduced) 501st Chem. Plat. AF (Service Centers (reduced) Det. 767th Ord. Co. AB One Plat. 648th Ord. Co. (Avn)(Pur) c. That 83d Interceptor Control Squadron (reduced) receive required training as soon as practicable. d. That the Task Force be equipped to function in theater of operations and receive needed equipment prior to departure. (Early Sept. 1942)

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SUBJECT: 99th Pursuit Squadron and Air Service Elements.

NO.	FROM	TO	DATE	COMMENTS
1. (con)	AFAEP	AFDMR	1942 6/13	e. That all service elements of the air units have colored officer personnel. In the event trained colored officers are not available, qualified white officers will be detailed to conduct training with colored understudies. White officers thus detailed will be relieved prior to departure of Task Force. 3. Report will be submitted on 15 July and 15 Aug. on following with reference to this force: a. Strength (officers, men and planes). b. Present status of training. 1 Incl: Memo for CG, AAF 6/9/42 frm. ASSIT. CS-OPD w/Memo for record O.A.A. C/AFAEP
2.	AFDMR	AFRAD	6-16	1. For necessary action. BHM:eb 1 Incl. N/C M. S. F. Dir. Mil. Req.

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SUBJECT: 99th Pursuit Squadron and Air Service Elements.

NO.	FROM	TO	DATE	COMMENTS F/TCR:mse
3	AFRAD	AFDPU AFDMR AFROM AFTSC AFAMC AFRBS AFPMP In Turn	1942 6-25	1. In accordance with Item 1, paragraph 2 a, it is requested that: a. Eighteen (18) P-40 type aircraft be furnished the 99th Fighter Squadron, Tuskegee, Alabama, as soon as possible, but not later than August 5, 1942. b. An additional thirty-seven (37) P-40F aircraft equipped with HF radio (SCR-274), recognition lights and contactors (pip-squeak), be crated and made ready for overseas shipment for 99th Fighter Squadron, not later than August 31, 1942. c. Two hundred twenty-two (222) standard combat extension tanks (belly tanks, 52 gal. capacity), for P-40F aircraft be made ready for oversea shipment by boat for 99th Fighter Squadron, not later than August 31, 1942. d. Units listed in Item 1, paragraph 2 b, be activated and brought to strengths indicated as soon as practicable, and concentrated at Tuskegee, Alabama. (1) Personnel and equipment for 83rd Fighter Control Squadron (Reduced) should be as follows: Personnel 4 Officers 107 Enlisted Men Equipment Signal Corps Equipment Required: 4 ea SCR 551 (Direction Finder)(already allotted) 2 ea HT-4 (Halicrafter) 6 ea SCR-188A or set suitable for radio link capable of voice transmission for 50 miles.

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SUBJECT: 99th Pursuit Squadron and Air Service Elements.

NO.	FROM	TO	DATE	COMMENTS F/TCR:mse
3	AFRAD	AFDPU AFDMR AFROM AFTSC AFAMC AFRBS AFPMP	1942 6-25	c. Personnel of the 83rd Fighter Control Squadron and Control personnel of the 99th Fighter Squadron will be trained by personnel from the Fighter Command School at Tuskegee, Alabama. 2. The 689th Signal AW Reporting Co (Frontier) has been activated and is now at Tuskegee with the following personnel: a. Officers: One (1) officer (white) is assigned temporarily. One (1) officer (colored) is due to arrive on or before June 20, 1942, from Officer Candidate School, Ft. Monmouth, N.J. b. Enlisted Men: Three (3) enlisted men are now assigned. Eight (8) enlisted men, now at Ft. Monmouth in the Radio Electrician School, are earmarked for this company. Ninty-six (96) enlisted men have been shipped to the company. (This information from the Adjutant General (Major Allen).) 3. Previous efforts to secure the five (5) additional colored officers required have not been successful. An R & R was sent to AFDMP on June 20, 1942, requesting further action in securing these officers. 4. The 689th Signal AW Reporting Co (Frontier) should be equipped in accordance with T/BA No. 11-3 except necessary field and camp equipment should be furnished as no housing facilities will be available at the Radar sites they will operate. Two (2) Radar sets (SCR-270) are scheduled for delivery to this company in early July.

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EADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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File No. _____

Note. -- A line will be drawn across sheet after each comment.

Tally No. AAF _____

SUBJECT: 99th Pursuit Squadron and Air Service Elements.

NO.	FROM	TO	DATE	COMMENTS F/TCR:mse
3 (Continued)	AFRAD	AFDPU AFDMR AFROM AFTSC AFAMC AFRBS AFPMP In Turn	1942 6-25	5. The 689th Signal AW Reporting Co (Frontier) will require the addition of a special plotting platoon of three (3) officers and thirty-four (34) enlisted men giving an overall strength of seven (7) officers and one hundred thirty-nine (139) enlisted men. This unit is required to man the mobile information center. 6. Information regarding the remaining Structure units is not available to this Directorate. 1 Incl. No change. Executive
4	AFDPU	AFRBS ~~thru~~ AFDMR	6-29	ILF:vm 1. For recommendation as to service units and sections which will be included in the reorganized Task Force based on the 99th Fighter Squadron under new T/O's. 2. The recommendations of the Director of Air Defense are contained in the preceding serial and in serial No. 3 of the attached R & R, same subject, dated June 25th. 3. It is requested that your recommendations be returned to the Program Planning & Control Unit at the earliest practicable for consideration before the attached papers are transferred to the other Directorates listed in serial No. 3. 4. Attention is invited to an original restriction upon total Army Air Force personnel for this force - 87 officers and 1,109 enlisted men which should not be exceeded under the reorganization. Incls. R&R Serials 1,2, & 3, 6-23, 6-23 & 6-25 resp, added Incls n/c A. L. M. Chief, Program Planning & Control.

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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SUBJECT: 99th Pursuit Squadron and Air Service Elements.

No.	FROM	TO	DATE	COMMENTS	AFRBS LWD/soc
5.	AFRBS	AFDPU	1942 7/3	1. The Third Air Service Area Command has sent Colonel Steel to Tuskegee Flying School to assist the Commanding Officer in the reorganization of service units in accordance with new Tables of Organization. Wright Field has advised us by telephone that Colonel Steel sent them a tentative Table of Organization and Special Equipment list of a Reduced Hdqr. & Hdqrs. Squadron Service Group & Service Squadron. Wright Field has been requested to forward this by air mail to this Directorate. 2. It is recommended that the attached papers be transferred to the other directorates listed in comment 3, and returned to this Directorate. By the time these papers have circulated among the other directorates, we will have received this information from Wright Field. Incls: n/c L. P. W. Director/Base Services	
6.	AFDPU	AFRBS	7/4	ILF:fw 1. Returned for reconsideration in accordance with telephone conversation between Colonel Foster and Colonel Burgess this date. 2. With the concurrence of OPD, it is now planned to redesignate the reduced Hq & Hq Sq, 96th Air Base Group and 366th Materiel Sq as Hq & Hq Sq, 96th Service Group and 366th Service Sq at new standard Table of Organization Strengths. Incls: n/c A. L. M. Chief, Program Planning & Control.	

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ROUTING AND RECORD SHEET

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SUBJECT: 99th Pursuit Squadron and Air Service Elements.

NO.	FROM	TO	DATE	COMMENTS	RBS-6 HCB/soc
7.	AFRBS	AFAEP	1942 7/15	1. Returned to AFAEP direct in accordance with telephone conversation with Colonel Halversen. 2. Inasmuch as all combat squadrons are self-sustaining under new Tables of Organization, and taking into consideration the Ground Forces accompanying this movement, it is recommended that the 99th Fighter Squadron be reinforced by the following Service Squadron personnel and equipment: Personnel: Parachute Shop 1 Staff Sgt. parachute repairman (147) Mobile Repair Section specialists 2 Sgts. Sheet Metal Workers (201) 1 Sgt. Mechanic Ap. electrical specialist (685) 1 Sgt. Mechanic Airplane instrument specialist (686) 1 Pfc. Welder (256) Equipment: 1 Set of Equipment Mobile Repair 1 Set of Equipment Portable Welding 1 Set of Equipment Parachute Packing Kits for mechanics listed above So much of the Kit Tool Materiel Squadron as is provided for mobile repair sections. 3. No other Service personnel is deemed necessary to maintain one Squadron. 4. The redesignation of the units as listed in para. 2 item 6, is concurred in. Incls: n/c L. P. W. Director/Base Services	

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Tally No. AAF .....

SUBJECT: [illegible] Pursuit Sq. and Air Service Elements.

NO.	FROM	TO	DATE	COMMENTS
8.	[illegible] AAF	AFDMR	1942 7/21	1. Par. 3 T/A dated 13 June 1942 above subject requested report on 15 July and 15 August on following with reference to this force: a. Strength (officers, men and planes) b. Present status of training. 2. Report 15 July has not been received. for R.H.W. C. A. A. Incls/ n/c Actg. C/AFAEP
9,	AFDMR	AFRAD	7-25 1942	AFDMR HWB:vk 1. The action taken in Item 3 to circulate this through seven Directorates in turn has not resulted in definite clear-cut action, as will be observed from reading the subsequent remarks. Item 1 dated 6/19! 2. It is desired that the reports called for by AFAEP in paragraph 3, Item 1, be submitted as required, and that direct action with the various activites concerned be taken to assure efficient handling of the matter. H.W.B. M. S. F. Incls: n/c Dir. Mil. Req.

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SUBJECT: 99th Pursuit Sq. and Air Service Elements.

NO.	FROM	TO	DATE	COMMENTS
1	AFAEP	AFDMR	1942 6/23	JH:aea 1. As originally planned, the air elements and services of this task force consisted of the following with strength indicated:

	Officers	Enlisted Men
1 Pursuit Sq. (99th)	42	218.
1 Hq. Maint. Gp. (Reduced)(96th)	10	118.
1 Materiel Sq. (Reduced)(366th)	9	201.
1 Sec. (Operating) Interceptor Control Sq. (83d) (Reduced)	2	85.
1 Chem. Plat. Airdrome (Reduced) (101st)	1	19.
1 Chem. Plat. AF Serv. Center (501st)	1	17.
1 Ord. Co. Avn (AB) (767th)	5	60.
1 Plat. Ord. Co. Avn (Pur) (648th)	1	23.
1 Sig. Pan. Co. (AB) Frontier - (less 1 plat.) (689th)	6	105.
1 Ferry Command Detachment	4	85.

2. It is desired that the force be reorganized to conform with new Tables of Organization and that this office be informed of new designations with appropriate reduced strengths to accomplish its mission.

3. Request this information be expedited.

Exec., AFAEP

2.	AFDMR	AFRAD	6-23	DHF:eb 1. For necessary action. M. S. F. Dir. Mil. Req.

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ROUTING AND RECORD SHEET

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Tally No. AAF _____

SUBJECT: 99th Pursuit Sq. and Air Service Elements.

NO.	FROM	TO	DATE	COMMENTS F/TCR:mse
3	AFRAD	AFROM	1942 6-25	1. In compliance with paragraph 2, Comment No. 1, the task force is reorganized as listed below:

	Officers	Enlisted Men
1 Fighter Sq (99th)	38 (27 pilots)	253
1 Fighter Cont Sq (83rd)(Reduced)	4	107
1 Sig Rep Co (AW) Frontier (less 1 Rep Flat)(plus 1 spcl plot plat) (689th).	7	139

2. This Directorate has no information concerning remaining units listed in paragraph 1, Comment No. 1.

3. Strengths as listed in paragraph 1, above, are the minimum required for successful operation.

4. Forwarded to you for additional information as required by paragraph 2, Comment No. 1.

ARMY AIR FORCES W.D.&N. 1942 JUN 25 PM 5 01

Executive

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BY AUTHO... OF A.C.S.
Date Initials

WPD 370.5 (6-9-42) June 9, 1942

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

Subject: 99th Pursuit Squadron.

1. In order to reduce the number of convoys across the South Atlantic and thus relieve strain on the Navy caused by furnishing naval escorts for convoys, it is desired to transport the Air Force elements of the STRUCTURE Defense Force at the same time as the ground force elements of that force. It is now planned to ship this force in September 1942.

2. It is desired that necessary action be taken to have the 99th Pursuit Squadron (1) (Col) and its supporting air service troops equipped and ready for shipment to overseas station in September 1942. In the event that sufficient fighter aircraft equipped for dive bombing and allocated to the 99th Pursuit Squadron from production are not available by this date they will be taken from those allocated from production to the Eastern Defense Command. Aircraft taken from that command will be replaced by those now allocated to the 99th Pursuit Squadron (1) (Col) as soon as they become available.

DWIGHT D. EISENHOWER
Major General
Assistant Chief of Staff

J. E. ...STON
Colonel, G. S. C.
Chief, Africa - Middle East Theater

Copy for Plans, AAF

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CENTRAL MAIL SECTION AAF

Incl #1 to Book #1

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NOTE FOR RECORD:

The AF units of the STRUCTURE Defense Force are tentatively scheduled for shipment in November or December 1942. The Ground elements of this force will probably go in September 1942. Combining these two units will be advantageous in that one convoy is eliminated. The Construction Force will land at STRUCTURE about June 10, 1942. Although the date on which the construction will be completed can not yet be estimated it is probable that it will be completed by October 1, 1942 approximately the date now planned for the arrival of the Defense Force. The Construction Force has been preceded by an advance detachment to do preliminary work and thus speed up the date of completion.

Colonel Kimble, CO of Air Corps Training Command at Tuskegee, Alabama, where the 99th Pursuit Squadron and its air service elements are training, states that these units can be trained by September 1942, if it be filled up with personnel and equipped. A sufficient number of graduate pilots will be ready on August 5, 1942 but will require fighter aircraft for transition training prior to departure.

Director of Air Defense, AAF (Col. Seville) states that if the squadron is ordered overseas, aircraft of a kind similar to those with which it will be equipped, will be provided for training.

At present, aircraft allocations provide fighter aircraft for the 99th Pursuit Squadron to be furnished between July 1st and December 30th. If these are not ready by September, aircraft planned for delivery to the Eastern Defense Command will be ready and the ships can be replaced by the ships now allocated to the 99th Pursuit Squadron.

S. & P. Group, OPD (Lt. Col. Lindsay) concurs.
CG, SOS (Col. Becker) concurs but states that this will reduce Bolero by this amount regardless of when it goes.
CG, AAF (Lt. Col. Halversen) concurs.
R & R Section, OPD (Col. Fair) concurs and states that units involved are already included in the 1942 Troop Basis.
North American Theater, OPD (Col. Fisher) concurs.

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STATUS OF STRUCTURE FORCE
AS OF JULY 28, 1942

A. PERSONNEL:

Unit	Authorized Off	Authorized E.M.	On Hand Off	On Hand E.M.	Short Off	Short E.M.
99th Fi Sq (Reinf)	38	284	(22 Pil) 28	227	11	57
Hq & Hq Sq 96th Serv Gp	26	131	5[1]	49	21	82
366th Serv Sq	7 + 2 WO	213	5[2]	106	2 + 2 WO	107
83rd Fi Cont Sq (Red)	4	107	2	180	2	Over 73
689th Sig Reptg Co (AW) Fr	9	142	3	107	6	35
767th Ord Co (Avn)(AB)	4 + 1 WO	60	1[3]	51	3 + 1 WO	9
Total	88 + 3 WO	937	44	720	45 + 3 WO	217[4]

1 3 Overage.
2 2 Overage.
3 1 Overage - 3 Ord officers under orders to report by August 15, 1942.
4 4 BI officers on orders who have not yet arrived. Age and special qualifications of these officers is not known, but from past experience it is likely that their qualifications will be limited to general administrative duties.

B. EQUIPMENT:

1. Airplanes:

(a) On hand - 4 P-40.
(b) On order - Total of 12-14 P-40's will be at Tuskegee by August 1, 1942. AFRON has been requested to have 37 P-40's crated and ready for shipment by September 30, 1942.

2. Communications: Sufficient Communications equipment for training purposes has been shipped to the 83rd Fighter Control Squadron.

3. Other: All material which can be procured without an assigned priority will be on hand by August 31, 1942.

C. TRAINING:

1. Non-flying officers (other than BI) 15% trained.
2. BI officers trained only in general administrative duties.
3. 65% of enlisted men are technically trained, remainder are being trained on the job.
4. All units are being trained for the job which they will perform.

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8-14-42

Returned from Col. Rodgers
office 9:45 a.m.
Aug. 14, 1942

M. L. S.

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Auth: CG, TAAS
Initials:
Date: 8/12/42

August 11, 1942

SUBJECT: Status of Training of Task Force 5609.

TO : Commanding General, Southeast Army Air Forces Training Center, Maxwell Field, Alabama.

1. On Saturday, August 8, 1942, Lieutenant Colonel Joseph Halverson, AAC, Plans Division, Office of the Chief of the Army Air Forces, called this headquarters by long distance telephone and requested the Commanding Officer to supply the following information relative to units of Task Force 5609:

a Commanding Officer of each unit.

b Strength in officers and men.

c Percentage of training accomplished as of even date.

d Estimated percentage of training by September 20, 1942.

e Status of equipment.

A check of training accomplished and scheduled was made pursuant to this request, together with a check of equipment, and this date when Colonel Halverson called for the report over long distance telephone, he was informed as follows: To accomplish transition to P-40 aircraft and prepare the pilot personnel for duty would require a course of approximately sixty (60) hours flying. There are nine P-40 aircraft assigned to this station and all engineering figures available indicate that with optimistic performance an average of six will be maintained in commission. To assure twenty-seven (27) pilots being available on call will require not less than thirty (30) in training. As closely as can be estimated by those familiar with this work, completion of a program as outlined in the attached inclosure would require not less than eighteen (18) P-40's available this date. Future delivery of the difference will not accomplish the objective because on every aircraft which has been received considerable work has had to be undertaken, either in the Sub-Depot or by the Squadron. It is estimated that the schedule as outlined can be accomplished by the end of October with the aircraft now available provided no serious losses without replacement are suffered. Oxygen equipment has not been available, nor is it expected that it will be available in the near future. Twenty hours of gunnery cannot be accomplished at this station, nor can it be included in the training schedule between now and the middle of September without serious curtailment of Interceptor training and work with the ANS equipment, which installations are now being completed.

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2. On receipt of this information Colonel Halverson terminated the conversation with the statement that this station would be further informed as to a completion date on training.

3. Copies of reports from the officers supervising the instruction of the 99th Fighter Squadron, 83rd Fighter Control Squadron, 689th Signal Aircraft Warning Reporting Company, and the 101st and 501st Chemical Platoons are attached hereto and marked Inclosures 1, 2, 3, 4, and 5.

4. Lt. Colonel Halverson has requested a copy of these reports and it is desired to bring out the following additional items:

a. There are no facilities at this station for small arms fire other than pistol and sub-machine gun, the latter at very close range into the pistol butts, which would be training in mechanical operation only rather than marksmanship.

b. An extension of the training period to October 30, 1942, would allow time for a week of aerial gunnery but will not permit of time for field exercises as recommended by the officer in charge of instruction for the Signal Aircraft Warning Reporting Company.

c. Certain equipment not yet received by the 83rd Fighter Control Squadron is essential to operation, together with the installation of two additional telephone lines to outlying stations. The officer in charge of Fighter Control instruction has remarked that future training schedules are dependent on the functioning of equipment and this cannot be tested until the installation is complete.

d. Certain Ordnance and Signal equipment required by these organizations cannot be procured until Warning or Movement Orders for specific units have been received. Lacking such orders, it has not been possible to get preliminary information as to the length of time required to procure these items.

5. It is requested that a copy of this report together with copies of the reports from the several organizations be released for dispatch by special delivery mail direct from this headquarters to Lt. Colonel Halverson.

FREDERICK L. M. RIDDLE
Colonel, Air Corps
Commanding

5 Incls.
#1-Report, 83rd Fighter Control Sqd.
#2-Report, 689th Aircraft Warning Report. Co.
#3-Report, 99th Fighter Squadron
#4-Report, 101st Chemical Platoon
#5-Report, 501st Chemical Platoon

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DIRECTOR OF FIGHTER TRAINING
Tuskegee Army Flying School
Tuskegee, Alabama

HRR:s
SECRET
Auth: CO TAFS
Initials: JWAT
Date: 8/7/42

August 9, 1942

SUBJECT: Status of Training and Supply of 99th Fighter Squadron.

TO : Commanding Officer, Tuskegee Army Flying School, Tuskegee, Alabama.

1. Desired training schedule for 99th Fighter Squadron:

Transition	10 hrs.
Formation	15 hrs. (5 hrs. above 20,000 ft.)
Navigation	5 hrs.
Instruments	10 hrs. biplace
	5 hrs. fighter type
Acrobatics	5 hrs.
Combat	5 hrs. (2 hrs. above 20,000 ft.)
Intercept Procedure	3 hrs.
Night Flying	5 hrs. (2 hrs. navigation)
Altitude	2 hrs.
	60 hrs. total

20 hrs. gunnery (6 hrs. ground and 14 hrs. aerial), desired but cannot be accomplished at this Station.

2. This training cannot be completed by Sept 30 1942 only if the various other types of aircraft assigned this Station are used, that is, part of the navigation, formation, acrobatics, combat and night navigation would have to be accomplished in AT-6 type aircraft. It is not believed that sixty (60) hrs. of training of this type will qualify these trainees as combat pilots. However, were all this training to take place in P-40 type equipment, it is my belief that after gunnery training at some other station, these pilots would be ready for tactical operations.

3. At the present time there are nine (9) P-40 type airplanes assigned to this Station to complete the course of sixty (60) hrs. for thirty (30) trainees by Sept 30 1942. It will take 18 such type aircraft. In addition to normal transition, instruction from three (3) to six (6) ships a day must be made available for use with the Fighter Command School. The training of this Squadron cannot be satisfactorily completed unless additional fighter type equipment is made available.

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4. Actual strength and supply status of the 99th Fighter Squadron:

22 Flying Officers
6 Non-Flying Officers — 225 Enlisted Men

5. Radio Section strength:

1 Trained man. — 16 Untrained men.

6. Armament Section strength:

40 Trained men.

7. Squadron Supply:

Entirely equipped by August 15, 1942, if promised shipments arrive.

8. Thirty (30) pilots at 60 hrs. each = 1,800 hrs., total flying time desired. 1,800 hrs. divided by 42 flying days = 42 hrs. and 50 minutes daily to accomplish scheduled training.

ROBERT R. ROLAND
Major, Air Corps
Director

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FIGHTER COMMAND SCHOOL
Tuskegee Army Flying School
Tuskegee, Alabama

EWK:s
SECRET
Auth: CO TAFS
Initials:
Date: 8/8/42

August 8, 1942

SUBJECT: Status 83rd Fighter Control Squadron Strength, Status 689th AWS Co. Plotting Platoon Strength, Status Equipment and Training of Above.

TO : Commanding Officer, Tuskegee Army Flying School, Tuskegee, Alabama.

1. Present strength: 83rd Fighter Control Squadron

2 Officers 108 Enlisted Men (1 hospital) (1 AWOL)

2. Present strength: 689th AWS Co. Plotting Platoon

1 Officer 35 Enlisted Men

3. Status Equipment: The following equipment is short -

a. All items checked on attached requisition.

b. 3 Crystals - 21 - 25 - 1
36 - 50 - 2

c. Ordered by telephone from Washington:

1 complete portable information center.

4. Training:

689th AWS CO. Plotting Platoon - completed
83rd D/F Room Plotters - completed
83rd Interceptor Plotters - completed
83rd D/F Station Operators - completed on fixed station warnings 10 days training on planes essential.

99th Controllers & Deputies - basic and synthetic operations completed 10 days training actual operations with planes essential.

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5. By August 20 all training could be completed only according to the following:

a. That equipment that is listed as 'short' arrives here by August 11.

b. That telephone lines to D/F stations are installed and operating by August 12.

c. That R. F. equipment produces satisfactory results in operation.

d. That controllers and pilots show normal aptitude in learning actual operations.

6. Recommendation:

That conclusions on status of these organizations be deferred until equipment necessary for actual operations arrives, has been tested, and officers and men have been given one weeks training in actual operation.

7. Attached copies of requisitions are requested for early return to files of 83rd Fighter Control Squadron.

EVERETT W. KIRK
Captain, Air Corps

6 Incls.
Requisitions

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RADAR TRAINING DEPARTMENT
Tuskegee Army Flying School
Tuskegee, Alabama

MHL:s

SECRET
Auth: CO TAFS
Initials:
Date: 8/7/42

August 9, 1942.

SUBJECT: Status of the 689th Signal Aircraft Warning Reporting Company, Special

TO : Commanding Officer, Tuskegee Army Flying School, Tuskegee, Alabama.

1. Company Commander is Captain Herbert H. Orr, Signal Corps (O-268513).

2. Present strength of organization:

3 Officers	141 Enlisted Men
9 Officers authorized	~~134~~ Enlisted Men authorized

3. Status of Equipment:

As per attached requisitions to be returned. (1st Incl)

4. Status of Training:

Radar: 70% trained
Administrative: 75% trained
Entire Company:
Completely trained in -
Physical training
Dismounted drill
Articles of War
Military Sanitation and First Aid
Military Courtesy
Interior Guard Duty
Defense Against Air Attack
Organization of Air Force Combat Command
Partly trained in -
Defense Against Chemical Attack
Equipment, Clothing and Tent Pitching
Basic Signal Communication
Untrained in -
Radio Operating (No equipment available for garrison training)
Message Center
Marksmanship

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5. By Sept 30 1942 this organization can be at least 90% trained, provided that all equipment necessary for training is available for such by Sept 1 1942. Also it is necessary for a Field Exercise for from one (1) to four (4) weeks in conjunction with the 83 Fighter Command Squadron.

LAWRENZ H. DYVAD
1st Lt., Signal Corps
Director

1 Incl:
Requisition

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101st CHEMICAL PLATOON AIRDROME (REDUCED)
Tuskegee Army Flying School
Tuskegee, Alabama

SECRET
Auth: CO,TAFS
Initials:
Date: 8/5/42

SUBJECT: Status of the 101st Chemical Platoon Airdrome (Reduced).

TO : Commanding Officer, Tuskegee Army Flying School, Tuskegee, Alabama.

1. Company Commander is First Lieutenant Harold C. Leighton, CWS, O-320401.

2. Present strength of organization:

3 Officers	18 Enlisted men
1 Officer authorized	19 Enlisted men authorized

3. Status of equipment: This organization lacks controlled items of equipment but contains at least sixty per cent of the supplies (not controlled items) necessary for complete mobilization. This sixty per cent represents mainly organizational equipment necessary for functioning in the field, but lacks essential items pertaining to chemical warfare decontamination work.

4. Status of training:

Decontamination: 50% trained
Administrative: 75% trained
Entire Platoon: Completely trained in:
- Physical Training
- Dismounted drill
- Articles of war
- Military sanitation and first-aid
- Military Courtesy
- Interior Guard duty
- Identification of Chemical Agents
- Individual protection against chemical agents

Partly trained in:
- Decontamination of areas and buildings
- Equipment, clothing, and tent pitching
- Collective protection against chemical agents
- Incendiaries

Untrained in:
- Marksmanship
- Field maneuvers
- Organization of the Army Air Forces
- Tactical employment of the Army Air Forces units

Incl #4

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5. By September 20, 1942, this organization can be at least eighty per cent trained provided that all equipment necessary for training is available for such by August 20, 1942

HAROLD C. LEIGHTON
1st Lt., C. W. S.
Commanding

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501ST CHEMICAL PLATOON AIRDROME (REDUCED)
Tuskegee Army Flying School
Tuskegee, Alabama

August 9, 1942

. . . . . .
. .
. SECRET .
.Auth: CO, TAFS.
.Initials .
.Date: 8/9/42 .
. . . . . .

SUBJECT: Status of 501st Chemical Platoon Air Force Service Center (Reduced)

TO : Commanding Officer, Tuskegee Army Flying School, Tuskegee, Ala.

1. Company Commander is First Lieutenant Allen B. Scott, CWS, O-351139.

2. Present strength of organization:

3 officers	17 enlisted men
1 officer authorized	17 enlisted men authorized

3. Status of equipment: This organization lacks controlled items of equipment but contains at least sixty per cent of the supplies (not controlled items) necessary for complete mobilization. This sixty per cent represents mainly organizational equipment necessary for functioning in the field, but lacks essential items pertaining to Refilling Point Unit duties.

4. Status of training:

Platoon Headquarters: 75% trained
Supply Section: 60% trained
Refilling Point Section: 40% trained
Entire Platoon completely trained in:
- Dismounted drill
- Physical training
- Articles of War
- Military Sanitation and first-aid
- Military Courtesy
- Interior guard duty
- Identification of Chemical Agents
- Protection against chemical warfare

Partly trained in:
- Rifle marksmanship
- Decontamination
- Equipment, clothing, and tent pitching
- Collective protection against chemical warfare
- Incendiaries
- Storage and handling of chemicals
- Air Forces Supply procedure
- Infantry tactics

Untrained in:
- Field maneuvers
- Refilling chemical tanks
- Tactics of the Army Air Forces

Issued #1

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5. By September 20, 1942, this organization can be at least eighty per cent trained provided that all equipment necessary for training is available for such by August 20, 1942.

ALLEN [illegible]. SCOTT
1st Lieutenant, CWS
Commanding

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WAR DEPARTMENT
Office, Chief of the Army Air Forces.

Date _____

MEMORANDUM FOR:

file in DMI
Aberdeen file
JH

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WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
DISPOSITION FORM

Date AUG 11 1942

(533)

AG

AAF

SUBJECT:

	USW	ASW	ASWA	B-LP	BOWD	BPR
	C/S	G-1	G-2	G-3	G-4	(WPD)
	Sec. G/S	NGB	JAG	IG	QMG	SG
TO:	OCAC	CSO	Fin.	Ord.	Ex.R.A.	ENGR
	AFCC	Inf	FA	Cav	CAC	CWS
	TAG					

FOR:
SW directs
Draft of reply attached
Approved
Disapproved
File

Comment or concurrence
Direct reply made
Inviting attention to
See notation of _____
(Information)

Information for reply
_____Ind. approved
Primary interest
Notation and return
Noted _____

8-11-1931 +2 PM

IN
WDGS

for Randolph R. Williams

1 Ltr 4-

Williams & report to WPD

To await Cable Supt Ltr

Kimble

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W-4689, A.C.

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AUG 11 1942

Status of Training of Units.

OPD
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AFAEP
JH-mlf

For the Commanding General, Army Air Forces:

O. A. ANDERSON
Colonel, G. S. C.
Assistant Chief of Air Staff, Plans

Incl: R/R dated 8/3/42
To AEF from ROM
above subj. w/incls:
cy Ltr fr Hqs Tuskegee
Army Fly. Sch. to CO,
SEAAFTC dtd 7/17/42,
w/1st and 2nd Ind.

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HEADQUARTERS ARMY AIR [illegible]

R/R

SUBJECT: Status of Training of Units.

1. AFROM AFAEP 1942
D3/ho 8/3

1. Reference is made to paragraph 2, comment 3, R&R, your office to AFDMR, dated May 6, 1942, subject: "Status of Training of Elements, LITTLE JOE".

2. The attached copy of a report on the status of training of the units referred to in reference R & R was just received by this Directorate and is furnished for your information.

3. Action on the request in paragraph 1 d of the attached letter has been taken by this Directorate as indicated in the 2nd Ind.

Incl: 1- cy Ltr fr Hqs Tuskegee Army Flying Sch to CO, SEAAFTC dtd 7/17/42, w/1st and 2nd Ind.

H. P.,
Brig. Gen., USA,
Dir., WO & M.

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IMMEDIATE ACTION

SECRET
By Authority of
Commanding Officer
Tuskegee Army Flying
School
7-18-42 JAN
Date Initials

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P
Y

WAR DEPARTMENT

HEADQUARTERS
TUSKEGEE ARMY FLYING SCHOOL
TUSKEGEE, ALABAMA

July 17, 1942.

SUBJECT: Status of Training of Units.

TO : Commanding Officer, SEAAFTC, Maxwell Field, Alabama.

1. Pursuant to instructions from the Office of the Director of War Organization and Movement, Headquarters, AAF, Washington, D. C., and in further reference to letter of May 13, 1942, that office, same subject, the following report is rendered concerning the below listed units:

99th Pursuit Squadron
83d Interceptor Control Squadron (Reduced)
689th Signal AW Reporting Co. Frontier (Less one Reporting Platoon)
Hq. 96th Maintenance Group (Reduced)
366th Materiel Squadron
101st Chemical Platoon, Airdrome (Reduced)
501st Chemical Platoon, AF Service Center (Reduced)
Det. 767th Ordnance Co. AB
648th Ordnance Co (Avn) (Pur)

a. All units are at full enlisted strength. About 40% of all enlisted personnel have been technically trained, and the remainder are being trained on the job.

b. At the present time there are three P40's assigned to this station, on of which has been awaiting parts for approximately a month. If additional pursuit aircraft are received in the near future pilots will be given adequate transition from the AT6 to the P40, and in addition some instruction in combat work. The 99th Fighter Squadron will be brought to pilot strength with the graduation of the next Advanced Class on August 5. This class will not have received transition at that time.

c. Non-flying officer, other than Branch Immaterial, will be only about 15% trained. Branch Immaterial Officers will be trained only in Administrative capacities. There is a dearth of officer material other than pilots, and some those who have been ordered to this station are over-age for troop duty. Either these officers must accompany mobile units at this station, in spite of instructions regarding over-age officers, or immediate steps must be taken to order in troop-age officers. In this connection

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careful investigation conducted in the Office of the Adjutant General, in the Office of the Chief of the Army Air Forces, and through other means conclusively indicates that very few Negroes who go to college take technical courses. For this reason foundational education for technical duties in air units or supporting units is but rarely found. It is not possible at this time to give a definite statement as to the date on which training will be completed, or the efficiency of any units, until satisfactory personnel is known to be procurable.

d. The status of supply cannot be definitely given, because much of the supplies required cannot be procured until after a priority is accorded these units. It is believed that all material which can be procured without an assigned priority will be on hand by August 31. To date no specific priority instructions have been received at this Headquarters, and some definite information on time limits is urgently requested in order that priorities can be procured.

/s/ Frederick V. H. Kimble,
FREDERICK V. H. KIMBLE,
Colonel, Air Corps,
Commanding.

353 1st Ind (40-3) b-jc

Hq. Southeast Army Air Forces Training Center, Maxwell Field, Alabama, July 25, 1942. To: Commanding General, Army Air Forces, Washington, D. C. (ATTN: Director of War Organization & Movement)

Forwarded.

For the Commanding Officer:

/s/Philip Doddridge,
PHILIP DODDRIDGE,
Colonel, A.G.D.,
Adjutant General.

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WAR DEPARTMENT, HEADQUARTERS, ARMY AIR FORCES, WASHINGTON, D.C.
August 3, 1942. To: Commanding Officer, Tuskegee Army Flying School, Tuskegee, Alabama. THRU: Commanding Officer, Southeast Army Air Forces Training Center, Maxwell Field, Alabama.

1. Reference paragraph 1d, basic communication, the following information is furnished relative to priorities for distribution of controlled items of equipment to the units listed:

a. Priorities are based primarily on the scheduled dates for movements of units to overseas theaters.

b. Warning orders are now being prepared for movement of the 99th Fighter Squadron, the 83d Fighter Control Squadron (Reduced), and the 689th Signal AW Reporting Company Frontier (less one Reporting Platoon) overseas. The issuance of these orders automatically places these units in priority A-2, which should insure their being equipped at an early date.

c. Pursuant to a directive from Operations Division, WDGS, designating Hq and Hq Sq. 96th Service Group (Reduced) (formerly 96th Maintenance Group), the 366th Service Squadron (formerly 366th Materiel Squadron), and the Detachment 767th Ordnance Company AB for movement overseas about October 1, these units have been assigned priority rating of A-5 (a). This should insure their being equipped during August or the early part of September.

d. Since no schedule for the movement of the 101st Chemical Platoon, Airdrome (Reduced), 501st Chemical Platoon, AF Service Center (Reduced), or the 648th Ordnance Company (Avn) (P) has been established, these units have been assigned in priority Group C. This will not insure their complete equipment until after January 1, 1943, but is the highest priority which may be assigned under present regulations.

By the Command of Lieutenant General ARNOLD:

HUMS PEABODY,
Brigadier General, U. S. Army,
Director, War Organization & Movement.

MEMORANDUM FOR THE RECORD:

Listed units were originally included in priority A-7 (a) assigned the Tuskegee Army Flying School. Individual ratings are now required to insure necessary equipment.

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543

Subject: Tuskegee Army Flying School, Tuskegee, Alabama.

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JH-alf

6. AFAE P

AFDPU	1942	
AFRAD	7/31	
AFRIT	8/10	
AFTTC		
AFUBS		
AFACT		
AFASC		

1. This Division concurs in recommendations contained in comment No. 1 as amended by Para 1 of comment No. 3.

2. Sent copy of attached letter to Commanding General, Third Air Force. (Incl. 1)

Incl: ltr. to CG,3dAF
dated ~~8/31/42~~ from AEP

O. A. A.
C/AFAEP

8-8-42

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HAB:bb
AFRAD/F

August 8, 1942.

Structure Force

Commanding General
3rd Air Force
Drew Field
Tampa, Florida.

1. Effective at once, the responsibility for training and equipping the Structure Task Force (Colored), now at Tuskegee, Alabama, is given your Command. It is estimated that the Force will depart for overseas station on or about October 1, 1942.

2. The following is submitted for your information:

a. Composition of Task Force

	Officers	E.M.
99th Fighter Sq.	39	249
83rd Fighter Cont. Sq. (red)	4	107
Serv. Sq. Detach.	2	34
Ordnance Detach.	1	4
689th Sig. Rep. Co. (AW) (less 1 Rep. Plat.) (plus 1 spec. Plot. Plat.)	9	142
TOTAL	55	536

b. Personnel

(1) 99th Fighter Squadron

Per T/O No. 1-27, W.D., dated July 1, 1942, plus one Squadron Commander (white), who will be relieved when Squadron Commander (colored) is qualified.

(2) 83rd Fighter Control Squadron (red)

Will be composed as follows:

(See Inclosure No. 1)

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(3) Service Squadron Detachment
Will be composed as follows:
1 Capt. Engineering Officer
1 Capt. Technical Supply Officer
1 T/Sgt. Ap and Engine Mech (008)
1 T/Sgt. Supply (821)
1 S/Sgt. Ap Mech (prop Spec) (008)
1 S/Sgt. Sheet Metal Worker (201)
1 S/Sgt. Parachute Repairman (147)
1 S/Sgt. Clerk, Record (323)
1 Sgt. Ap and Eng Mech (008)
2 Sgt. Sheet Metal Worker (201)
1 Sgt. Welder, Combination (356)
1 Sgt. Machinist (114)
1 Sgt. Ap Elec Spec Mech (685)
1 Sgt. Mech Ap Inst Spec (686)
1 Sgt. Carpenter Packer (203)
1 Sgt. Aircraft Dope and Fabric Worker (007)
1 Sgt. Automobile Mechanic (050)
1 Sgt. Clerk, Administrative
1 Sgt. Clerk, Supply
1 Cpl. Ap and Eng Mech (008)
1 Cpl. Parachute Repairman (147)
1 Cpl. Tech Supply (821)
1 Cpl. Operator Wrecking Unit (345)
1 Cpl. Cook (060)
2 PFC Ap and Eng Mech (008)
1 PFC Aircraft Welder (356)
1 PFC Operator Wrecking Unit (345)
1 PFC Machinist (114)
2 PFC Stock Record Clerk (323)
2 Pvt. Carpenter (050)
1 Pvt. Automobile Mechanic (014)
1 Pvt. Cooks Helper (321)

TOTAL: 2 Officers, 34 Enlisted Men

(4) Ordnance Detachment
Will be composed as follows:
1 1st Lt. Ordnance Officer and Property Officer
1 T/Sgt. Chief Clerk
1 Sgt. Armorer (011)
1 Cpl. Munitions Worker (504)
1 PFC. Clerk, general

TOTAL: 1 Officer 4 Enlisted Men

(5) 689th Sig. Rep. Co. (AW) Frontier, T/O 11-468 (J
Rep. Plat) (plus 1 spec. Plot. Plat.)
Personnel for the special plotting platoon wi

1 1st Lieutenanct
2 2nd Lieutenant
3 Total Commissioned

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1 Master Sergeant, including
(1) Chief plotter, teller (725)
2 Technical sergeant, including
(1) Assistant Chief plotter, teller (725)
(1) Chief Clerk, raid (055)
2 Staff sergeant, including
(1) Assistant chief clerk, raid (055)
(1) Chief operator, radio (766)

4 Sergeant, including
(1) Chief plotter (725)
(1) Chief radio repairman (174)
(2) Filterer, aircraft warning (515)
1 Technician, grade 4)
12 Technician, grade 5)
6 Private, first class) including
9 Private)
(3) Clerk, status and raid (055), technician, 5th grade
(2) Clerk, status (055)
(1) Installer-repairman, telephone and telegraph (097), technician, 5th grade
(1) Operator, radio, high speed (766), technician, 4th grade
(1) Operator,radio,high speed(766),tech. 5th grade
(1) Operator,radio,slow speed(766),technician, 5th grade
(5) Plotter (725), technician, 5th grade
(7) Plotter (725)
(2) Teller (704), technician, 5th grade
(1) Truckdriver, light (345)
(4) Non-specialist (521)
37 Total enlisted men.

c. Equipment:
(1) 99th Fighter Squadron
Equipment will be as authorized for issue to Fighter Sq., (S.E.) per T/O 1-27, W.D., dated July 1, 1942, and T/BA No. 1, Army Air Forces, dated July 1,1942,except, transportation as listed below only will be included:
Truck, ¼ ton, 4 x 4 . . . . . 8 ea.
Truck, 2½ ton, 6 x 6 . . . . .2 ea.
cargo, w/winch
Truck, emergency repair, complete . . . . 1 ea.
Truck, 3/4 ton, 4 x 4 command, w/o winch . . . 1 ea.
Trailer, 1 ton, 2-wheel, cargo 1 ea.
(2) 83rd Fighter Control Squadron (red)
Equipment will be as listed in attached Special Table of Equipment for the 83rd Fighter Control Squadron, except that no transportation will be included.

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(3) Service Squadron Detachment (red)
Equipment for the Service Squadron Detachment will be as listed below:

Mechanic Kits for mechanics and specialists in accordance with rating.
1 Set of Equipment, Mobile Repair, T/O 00-30-14.
1 Ea. Set, Portable Welding, T/O ~~00~~-30-17.
So much of Kit, Tool, Service Sq. 00-30-110 as applies to the Mobile Repair Unit.
1 Ea. Set of Equipment, Parachute Packing, T/O 00-30-16 (reduced)
1 Ea. Lathe (same as provided in Field Shop Set) T/O 00-30-13.
1 Ea. Generating Set for Welding Oxygen and Acetylene
25% of organizational equipment of service arms other than Army Air Forces will be authorized for issue to service squadrons per T/BA No. 1 for Army Air Forces, dated July 1, 1942, except that the following motor transportation equipment only will be provided:

Truck, Fuel servicing (Type F-2) . . .	2 ea.
Tractor, heavy duty	1 ea.
Truck, wrecking	1 ea.

(4) Ordnance Detachment
The Ordnance Detachment will be authorized the following equipment:

Stockage -- 1/5 of quantity indicated on AFCC Memo 20-BC for applicable items.

(5) 689th Signal AW Reporting Co. (Frontier) (Less 1 Mapl. Plat). (plus 1 spec. Plot. Plat.)
Equipment as authorized in T/BA No. 11-3, for a Reporting Co., Frontier, will not apply to the 689th Signal Reporting Company.

Equipment will be as authorized by T/BA No. 11-3, dated March 1, 1942, for Signal Reporting Company, AW Mobile Type, less all transportation and plus the following:

ENGINEER

Item	Quantity
Brush, Artist, camel hair in quill, #2	1
Brush, Artist, camel hair in quill, #4	1
Brush, Artist, camel hair in quill, #6	1
Brush, sign writing 3/8 inch	2
Brush, sign writing 1/8 inch	2
Brush, sign writing 1/4 inch	2
Brush, ~~Paint~~ Varnish, flat, 2 inch	2
Brush, Paint, Flat, 3 inch	1
Brush, Paint, Flat, 1 inch	1

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Item	Quantity
Compass, lensatic w/carrying case	3
Drafting Equipment, Company	1
Eraser, rubber, ink, oblong, gray, both ends beveled	6
Ink, drawing, black, 3/4 oz. bottle	6
Ink, drawing, blue, 3/4 oz. bottle	3
Ink, drawing, carmine, 3/4 oz. bottle	3
Instruments, drawing, field set	2
Knife, drawing, folding handle, 10 inch	1
Paper, Drawing, cross-section, 20 inch Wide ruled in green, 10x 10 to 1 inch, 50 yd. roll	1
Paper, Tracing, heavy, 30" wide, 20 yd. roll	3
Pencil, drawing H	48
Pencil, drawing 3 H	36
Pencil, drawing, colored, red	36
Pencil, drawing, colored, blue	36
Pencil, drawing, colored, green	36
Penholder, writing	3
Protractor, Bristol Board circular 14 inch diameter graduated to 1/4 degree	8
Protractor, xylonite, semi-circular 12 inch graduated in degrees	2
Socket, Weatherproof, Medium screw base with 6 inch leads	36
Straightedge, steel, 1 edge beveled, 6 ft.	1
Tape, Adhesive, transparent 5/8" wide 12 yd. roll	12
Cement, Rubber gal.	1
Pen, Speedball	
Size B-2	6
Size B-2	6
Size B-3	6
Size B-4	6
Size B-5	6
Size B-6	6
Size A-/0	6
Tape, "Scotch" drafting, 1" width roll	4
Thinner, Rubber Cement qt.	1
QUARTERMASTER	
Can-Opener, mechanical	2
Clock, Alarm	3
Drum, gasoline, 55-gal.	12
Funnel, tin, 2 qt.	2
Sharpener, pencil, office, transparent	1
Shears, office, class "A" bankers, 9 overall	2
Tent, wall, small, complete w/fly-pins-poles	6
Tent, pyramidal, complete w/pins-and-poles	20
Tent, storage, complete w/fly-pins-poles	1

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Item	Quantity
Buzzer BZ-1	12
Holder, H-167	6
Maintenance Equipment ME-9	1
Plotting Equipment DP 42-M-70[illegible]	4
Stock #627550	
Power Unit PE-92A	2
Stamp MC-781	1
Still, water, Permutead, rated 1 gal. per hour	2
Tool Equipment TE-47	1
Tool Equipment TE-48	1
Tool Equipment TE-49	1
Plotters Equipment (Procured on AF 551, stocked at Lexington Signal Depot) consisting of:	
Long Rakes, Stock #627725	2
Short Rakes, Stock #627726	2
Plotting Arrows, Red, Stock #62425.1	50
Plotting Arrows, Blue, Stock #62425.3	50
Plotting Arrows, Green, Stock #62425.2	50
Pips, Stock #627558, including altitude letters, Aircraft Engine numbers, Enemy and Friendly Triangles, complete sets.	10
Numbered Disks, 5/8", Stock #623600-1 to #623600-99.1, each type	10
Plotters Aprons	3
Information Stands	5

ORDNANCE

Carbine, Cal. .30 ML (Substitute Rifle, Cal..30 M1903 or Submachine gun Cal. .45 Thompson M1928A1)	Ea.	107
Gun, Machine, cal. .50 Browning M2 (WC) flexible	Ea.	2
Rifle, automatic, cal. .30 Browning M1918A2 w/bipod mount.	Ea.	4

(6) Structure Force General
Table I and Table II supplies for twenty-five (25) airplanes for sixty days, and will be furnished by the Air Service Command.

d. Summary of Action Taken by Hq., Army Air Forces.
(1) Instructions were issued July 29, 1942 for the transfer of six P-40 type aircraft to the 99th Fighter Squadron, Tuskegee, Alabama, for training purposes.
(2) Instructions were issued August 6, 1942 for the transfer of nine

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additional P-40 type aircraft to the 99th Fighter Squadron, Tuskegee, Alabama, for training purposes, to be delivered as soon as possible.

(3) Approximately eighteen P-40 type aircraft will be on hand at Tuskegee for training of the 99th Fighter Squadron by August 15, 1942.

(4) Thirty-seven new P-40K type aircraft, equipped with HF radio (SCR-274), recognition lights, and contactors (pip-squeak), will be crated and made ready for overseas shipment for the 99th Fighter Squadron by October 1, 1942.

(5) Air Service Command has been requested to prepare two hundred, twenty-two combat extension tanks (76-gallon capacity) for P-40K aircraft, for overseas shipment for the 99th Fighter Squadron not later than October 1, 1942.

(6) Personnel of the 53rd Fighter Control Squadron and control personnel of the 99th Fighter Squadron are now being trained by personnel of the Fighter Command School, Orlando, Florida at Tuskegee Alabama. Manning table for this Squadron at the strength shown in paragraph 2b (2) has been requested, and will be forwarded as soon as approved.

(7) Manning table for the Service Squadron Detachment at the strength shown in paragraph 2b (3) has been requested, and will be forwarded as soon as approved.

(8) The 689th Signal AW Reporting Company (Frontier) (less 1 Rep. Plat) has been activated and is now at Tuskegee with the following personnel:

a. Officers
1 Officer (white) is assigned temporarily.
1 Officer (colored)

b. Enlisted Men:
3 enlisted men are now assigned.
8 enlisted men, now at Ft. Monmouth in the Radio Electrician School, are earmarked for this company.
96 men have been shipped to the company.

(9) Radio sets SCR-271 (provided with 100' towers) and fixed commercial communications radio equipment will be shipped and installed by the chief Signal Officer. A portable filter center is being shipped to the company for use in training until departure for Port of Embarkation.

c. Transportation

Due to a shortage of shipping space, the following transportation only (as previously listed per separate organization) will accompany the Structure Task Force:

Truck, 1/4 ton, 4 x 4	8 ea.
Truck, 2½ ton, cargo	2 ea.
Truck, 3/4 ton, 4 x 4 command w/o winch . . .	1 ea.
Truck, Fuel servicing (Type F-2). .	2 ea.
Truck, Emergency Repair, complete .	1 ea.
tractor, heavy duty	1 ea.

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Trailer, 1 ton, 2-wheel - - - - - - - 1 ea.
Truck, wrecking - - - - - - - - - - 1 ea.
TOTAL 17

The above transportation will be under the control of the Commanding Officer, Structure Force, and the assignment of these vehicles to individual units may be made in any manner desired by the Commanding Officer, Structure Force.

By Command of Lieutenant General ARNOLD:

O. A. ANDERSON
Col., G. S. C.
Asst. Chief of Air Staff, Plans

2 Incls.
Manning Table for
83rd Ftr Cont Sq.
Special Table of Equipment
for 83rd Ftr. Cont. Sq.

COPIES FURNISHED
CO, Structure Force.
CO, Tuskegee Army Flying School.

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August 8, 1942

MANNING TABLE (suggested)
for
83rd Fighter Control Squadron

	ADMINISTRATIVE					TACTICAL COMMUNICATIONS										
	Headquarters	Mess	Supply	Transportation	Control	Section Hdqs.	Operations Block	Silence Cabinet	Radio Relay	Radio Link	D. F. Fixer	D. F. Homer	Mecidal	Total		
Major	1				*	*										
Captain					(4)*	(1)										
1st Lieutenant	1	(1)	(1)	(1)	(4)	1										
2d Lieutenant					*											
Total Officers	2				(8)	1							1	4		
Master Sergeant	1					1	1							1		
1st Sergeant	1		1	1										1		
Technical Sergeant		1				1	1	2	2	1	1	1		6		
Staff Sergeant		2	1	1			1	1	3	2	2	2		10		
Sergeant	1	2	1	3		1	10	4	4	3	4	2	2	28		
Corporal	1	2	1	1		1	10	1	2	2	3	2	1	23		
Private 1st Class }	1	5					23			3	1			11		
Private														11		
Total Enlisted	4	10	3	6		3	25	7	11	11	18	5	4	107		
Aggregate														111		

*Controller, Intercept Officers, and Communications Officers, from 99th Squadron will be utilized.

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AFAFP
JH

wtn 8/4/42

Subject: Structure.

To: Commanding General, 3rd Air Force,
Drew Field, Tampa, Florida.

1. Effective at once, the responsibility for training and equipping this Task Force now at Tuskegee, Alabama, is given your Command. It is estimated that the Force will depart for overseas station on or about 1 October, 1942.

2. The following is submitted for your information:

	Off.	EM
a. Composition of Task Force		
99th Fighter Sq	39*	249
83rd Fighter Cont Sq (red)	4	107
Svc Sq Detachment**	2	34
Ordnance Detachment***	1	4
689th Sig Rep Co (AF) Frontier (less 1 Rep Plat) (plus 1 spec Plot Plat)	9	142
	55	536

* Includes 1 Sq Commander (white) to be replaced by 1 Sq Commander (colored) when qualified.

** The Svc Sq Detachment will be composed as follows:

1 Capt. Engineering Officer
1 Capt. Technical Supply Officer
1 T/Sgt. Ap and Engine Mech (008)
1 T/Sgt. Supply (821)
1 S/Sgt. Ap Mech (Prop Spec) (006)
1 S/Sgt. Sheet Metal Worker (201)
1 S/Sgt. Parachute Repairman (147)
1 S/Sgt. Clerk, Record (323)
1 Sgt. Ap and Eng Mech (008)
2 Sgt. Sheet Metal Worker (201)
1 Sgt. Welder, Combination (256)

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1	Sgt.	Machinist (114)
1	Sgt.	Ap Elec Spec Mech (685)
1	Sgt.	Mech Ap Inst Spec (686)
1	Sgt.	Carpenter Packer (403)
1	Sgt.	Aircraft Dope and Fabric Worker (007)
1	Sgt.	Automobile Mechanic (050)
1	Sgt.	Clerk, Administrative
1	Sgt.	Clerk, Supply
1	Cpl.	Ap and Eng Mech (006)
1	Cpl.	Parachute Repairman (147)
1	Cpl.	Tech Supply (821)
1	Cpl.	Operator Wrecking Unit (345)
1	Cpl.	Cook (060)
2	PFC.	Ap and Eng Mech (006)
1	PFC.	Aircraft Welder (256)
1	PFC.	Operator Wrecking Unit (345)
1	PFC.	Machinist (114)
2	PFC.	Stock Record Clerk (323)
2	Pvt.	Carpenter (050)
1	Pvt.	Automobile Mechanic (014)
1	Pvt.	Cooks Helper (321)

Total: 2 Officers, 34 enlisted men.

The following equipment will be taken by this detachment:

Mechanic Kits for mechanics and specialists in accordance with rating.
1 Set of Equipment, Mobile Repair, T. O. 00-30-14.
1 Ea. Set, Portable Welding, T. O. 00-30-17.
So much of Kit, Tool, Service Sq. T. O. 00-30-110 as applies to the Mobile Repair Unit.
1 Ea. Set of Equipment, Parachute Packing, T.O. 00-30-16 (reduced).
1 Ea. Lathe (same as provided in Field Shop Set) T. O. 00-30-13.
1 Ea. Generating Set for Welding Oxygen and Acetylene - Table I and Table II supplies for 25 airplanes for 60 days.
25% of organizational equipment of service arms other than Air Corps as listed in TBA #1 for Army Air Forces, dated July 1, 1942, with basis of issue for Service Sq or per airplane sq and other organizational equipment in accordance with basis of issue.

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*** The Ordnance Detachment will consist of the following personnel:

1 1st Lt. Ordnance Officer and Property Officer
1 T/Sgt. Chief Clerk
1 Sgt. Armorer (011)
1 Cpl. Munitions Worker (504)
1 PFC. Clerk, general
Total: 1 Officer, 4 enlisted men.

The following equipment will be taken by this Detachment:

Stockage -- 1/5 of quantity indicated on AFCC Regu 20-2 for applicable items.

h. Personnel and Equipment.

(1) Request has been made for eighteen (18) P-40 type aircraft for the 99th Fighter Squadron, Tuskegee, Alabama, as soon as possible, but not later than August 5, 1942.

(2) An additional thirty-seven (37) P-40F aircraft equipped with AT radio (SCR-274), recognition lights and contactors (pip-squeak) have been requested to be crated and made ready for overseas shipment for the 99th Fighter Squadron not later than August 31, 1942.

(3) Request has also been made that two hundred twenty-two (222) standard combat extension tanks (belly tanks, 52 gal. capacity) for P-40F aircraft be made ready for overseas shipment by boat for 99th Fighter Squadron not later than August 31, 1942.

(4) Signal Corps equipment for 83d Fighter Control Sq:
4 ea. SCR 551 (Direction Finder) (already allotted)
2 ea. BT-4 (Radiocrafter)
6 ea. SCR 188-A or set suitable for radio link capable of voice transmission for fifty miles.

(5) Personnel of the 83d Fighter Control Squadron and Control personnel of the 99th Fighter Squadron will be trained by personnel from the Fighter Command School at Tuskegee, Ala.

(6) The 669th Signal Aircraft Reporting Company (Frontier) (less 1 Rep Plat) has been activated and is now at Tuskegee with

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the following personnel:

(a) Officers:
One (1) Officer (white) is assigned temporarily.
One (1) Officer (colored).

(b) Enlisted Men:
Three (3) enlisted men are now assigned.
Eight (8) enlisted men, now at Fort Monmouth in the Radio Electrician School, are earmarked for this company.
Ninety-six (96) enlisted men have been shipped to the company.

(c) The 609th Signal Aircraft Reporting Co. (Frontier) (less 1 Dep Plat) should be equipped in accordance with T/A No. 11-J except necessary field and camp equipment should be furnished as no housing facilities will be available at the Radar sites they will operate.

(d) The 610th Signal Aircraft Reporting Co. (Frontier) (less 1 Dep Plat) will require the addition of a special plotting platoon of three (3) officers and thirty-four (34) enlisted men, giving an overall strength of nine (9) officers and one hundred forty-two (142) enlisted men. This unit is required to man the mobile information center.

e. Transportation.

The following truck transportation only will accompany this Task Force:

Truck, Field Servicing	2
Car, light, five passenger	1
Truck, ¼ ton, 4x4	8
Truck, Emergency Repair	1
Tractor, heavy duty	1
Truck, 2½ ton cargo	2

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Trailer, 1 ton, 2 wheel	1
Wrecker	1
Total	17

For the Commanding General, Army Air Forces:

O. A. Anderson
Col., G.S.C
Asst. Chief of Air Staff, Plans

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not sent
as 8-4-42
same subj
MAF

SUBJECT: Structure

TO : Commanding General, 3d Air Force
Drew Field, Tampa, Florida.

1. Effective at once responsibility for training and equipping this Task Force now at Tuskegee, Ala. is given your command. It is estimated the Force will depart for overseas station on or about 1 Oct., 1942.

2. The following is submitted for your information.

a. Composition of Task Force.

	O fs.	Enl.
* 99th Fighter Sq. (reinforced	**39	295
82d Fighter Cont. Sq. (red.)	4	107
689th Sig. Rep. Co. (A. .)	9	142
Frontier (less 1 Rep. Flat)		
(Plus 1 spcl Plot Plat.)		
	52	504

* The 99th Fighter Sq. to be reinforced by the following Service Sq. personnel and equipment.

Personnel:

Parachute shop.
1 Staff Sgt. parachute repairman (147)
Mobile Repair Section specialists.
2 Sgts sheet metal workers (201)
1 Sgt Mechanic Ap. electrical specialist (685)
1 Sgt. Mechanic Ap. Instrument specialist (686)
1 Pfc welder (256)

Equipment:

1 Set of Equipment Mobile Repair
1 Set of Equipment Portable Welding
1 set of Equipment Parachute Packing
Kits for mechanics listed above.
So much of the Kit Tool Material Sq. as is provided for mobile repair sections.

** The additional officer in excess of the T/O strength is a Squadron Commander (white) who will be replaced by a Squadron Commander (colored) when qualified.

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b. Personnel and Equipment.

(1) Request has been made for eighteen (18) P-40 type aircraft for the 99th Fighter Squadron, Tuskegee, Alabama, as soon as possible, but not later than August 5, 1942.

(2) An additional thirty-seven (37) P-40F aircraft equipped with RF radio (SCR-274), recognition lights and contactors (pip-squeak), are requested to be crated and made ready for overseas shipment for 99th Fighter Squadron not later than August 31, 1942.

(3) It is also requested that two hundred twenty-two (222) standard combat extension tanks (belly tanks, 52 gal. capacity), for P-40F aircraft be made ready for overseas shipment by boat for 99th Fighter Squadron, not later than August 31, 1942.

(4) Personnel and equipment for 83rd Fighter Control Squadron (reduced) should be as follows:

Personnel.

4 officers 107 Enlisted Men.

Equipment.

Signal Corps Equipment required:

4 ea. SCR 551 (Direction Finder) (already allotted)
2 ea. BT-4 (Walicrafter)
6 ea. SCR-188A or set suitable for radio link capable of voice transmission for 50 miles.

(5) Personnel of the 83d Fighter Control Squadron and Control personnel of the 99th Fighter Squadron will be trained by personnel from the Fighter Command School at Tuskegee, Alabama.

(6) The 689th Signal AW Reporting Co. (Frontier) has been activated and is now at Tuskegee with the following personnel:

(a) Officers:
One (1) officer (white) is assigned temporarily.
One (1) officer (colored) is due to arrive on or before June 20, 1942 from Officer Candidate School, Ft. Monmouth, N.J.

(b) Enlisted Men:
Three (3) enlisted men are now assigned.
Eight (8) enlisted men, now at Ft. Monmouth in

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in the Radio Electrician School, are earmarked for this company.
Ninety-six (96) enlisted men have been shipped to the company. (This information from the Adjutant General (Major Allen).

(7) The 689th Signal AW Reporting Co. (Frontier) should be equipped in accordance with T/BA No. 11-3 except necessary field and camp equipment should be furnished as no housing facilities will be available at the Radar sites they will operate. Two (2) Radar sets (SCR-270) are scheduled for delivery to this company in July.

(8) The 689th Signal AW Reporting Co. (Frontier) will require the addition of a special plotting platoon of three (3) officers and thirty-four (34) enlisted men giving an overall strength of seven (7) officers and one hundred thirty-nine (139) enlisted men. This unit is required to man the mobile information center.

g. Transportation.

(1) The following truck transportation only will accompany this Task Force.

Truck, Field Servicing	2
Car, light, five passenger	1
Truck ¼-ton 4x4	8
Tractor, with 2-ton crane	1
Tractor, heavy duty	1
Truck, engineering shop	1
Truck, instrument shop	1
Truck, technical supply	1
Truck, 2½-Ton cargo	2
Total	18

For the Commanding General, Army Air Forces:

O. A. ANDERSON
Colonel, G. S. C.
Assistant Chief of the Air Staff, Plans.

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SUBJECT: Tuskegee Army Flying School, Tuskegee, Ala.

AFRIT-2 AFDFU 1942
JES:bk 7/27

thru

AFRAD & AFRIG

1. It is recommended that the following listed units and all other units stationed at Tuskegee Army Flying School, Tuskegee, Alabama that are assigned to the STRUCTURE DEFENSE FORCE, be transferred from the jurisdiction of the Flying Training Command, to the jurisdiction of the Commanding General, Third Air Force, thus relieving the Commanding General of the Flying Training Command of all responsibilities for the training and equipment of units of this Task Force:

99th P. Sq.
83rd P. Cont. Sq (reduced)
[illegible] Sig. A.F.B. Co.
(Frontier) (Less 1 Dept. Plat)
[illegible] 99th Service Group
366th Service Sq.
101st Chem. Plat (reduced)
501st Chem. Plat. A.F.
(Service centers reduced)
Det 767th Ord Co. AB
One Plat 648 Ord Co
(Avn) (Fwd)

L. S. S.
Col., A.A.F.
Dir. Ind. Opns.

F/HAB:bb

2. AFRAD AFRIG 7/27
AFDFU

1. Concur in above recommendation.

WPN
Executive

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SUBJECT: Tuskegee Army Flying School, Tuskegee, Ala.

3. AFRBS AFDPU 1942 7/27

1. Concur in above recommendations concerning 99th F. Sq., 83rd F. Cont. Sq. (reduced) and 689th Sig. A.W.R. Co., (Frontier) (Less 1 Dept. Plat) only.

2. Remaining units are service units, some of which have been disbanded but all are under the jurisdiction of the Air Service Command.

L. F. H.
Director/Base Services

---

4. AFDPU AFACT 1942 7/28

1. Forwarded as a matter pertaining to your office.

A. L. M.
AFDPU

AFACT/LBK/HE

5. AFACT AFAEP 7/29 Attn: Colonel Halversen

A-3 concurs in recommendations contained in comment No. 1 as amended by Para. 1 of comment No. 3.

H. S. V.
C/A-3

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SUBJECT: Training Report, 689th Signal Aircraft Warning Reporting Company, (F)

2. AFAEP AFRAD 1942 8/1 1. Noted. AFAEP JH-mlf

O.A.A.
C/AFAEP

Incls: n/c

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HEADQUARTERS III FIGHTER COMMAND
Office of the Commanding Gen.

J:F
Tampa, Florida

3FC-353

21 July, 1942

SUBJECT: Training Report.

TO : Commanding General, Third Air Force, Tampa, Florida.

1. In compliance with directive your headquarters file 3AF 353 (7-11-42) AWS, the following report of training of the 690th Signal Aircraft Warning Reporting Company, Tuskegee, Alabama, for the week ending July 18, 1942, is submitted:

a. Number of officers assigned (colored) - 2, 1 captain and 1 2nd lieutenant.

b. Number of enlisted men - 107.

c. Status of training, both officers and enlisted men - 35% complete.

For the Commanding Officer:

OLAF H. RYDTHE, Jr.
Colonel, CAC
Executive.

3 AF 353 (7-21-42) A.W.S. 1st Ind. (3-38)

HEADQUARTERS THIRD AIR FORCE, Tampa, Florida. July 23, 1942.
TO: Commanding General, Army Air Forces, Washington, D. C.

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HEADQUARTERS III FIGHTER COMMAND
Office of the Commanding Gen.

J:F

Tampa, Florida

3FC-322.06

16 July, 1942

SUBJECT: 689th Signal Aircraft Warning Reporting Company, Frontier

TO : Commanding General, Third Air Force, Tampa, Florida

1. In compliance with paragraph 2, 1st Indorsement to letter Army Air Forces, file AFTAD/AWS, subject: "689th Signal Aircraft Warning Reporting Company, Frontier," dated June 22, 1942, the following report of training of the 689th Signal Aircraft Warning Reporting Company, Frontier is submitted.

a. Strength Report:

(1) Officers assigned to organization: 2 - 1 captain, and 1 2nd lieutenant. Officers absent: 1 captain: reason, DS enroute to joing

(2) Authorized strength of enlisted men: 105. Actual strength: 107. Absent: 1. Reason for absence: Emergency furlough.

b. Status of Training:

(1) Military training: Basic, except in the use of arms and equipment, completed. No arms or equipment have as yet been received, except gas masks. (Gas masks received July 13, and training began July 14, 1942.)

(2) Technical AWS Training has been as follows for all personnal:

Subject:	Hours
Familiarization lecture of AW	4
Direct current theory	10
Alternating current theory	24
Radio theory	9
Radar theory	31
Map reading	4
Plotting, American	4
Le Roi Engine theory	22
Rectifier theory	5
Records (operating)	2
Cabling, circuits	3
Purpose of AWS	4
Radar to Information Center	4
Grid Systems	4
Total	106 hours

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(This instruction has been classroom lecture instruction, and textbook training only. Radar units have not as yet, been received.)

For the Commanding Officer:

CLAF H. KYSTER, Jr.
Colonel, GAC
Executive

1st Ind. B-93

HEADQUARTERS THIRD A I R FORCE, Tampa, Florida.
TO: Commanding General, Army Air Forces, Washington, D.C.

1. Submitted per your instructions received in letter from Commanding General, Army Air Forces (AFMD -AIS) dated June 22, 1942, subject: "689th Signal Aircraft Warning Reporting Company, Frontier", is training status of 689th Signal Air Warning Reporting Company, Frontier (Colored).

2. The 99th Fighter Squadron is not a part of this Air Force.

For the Commanding General:

/s/ CHARLES H. CAMPBELL
MAJOR, A.G.D.
Asst. Adjutant General

1 Incl: Ltr III Fighter Command.
3 FC-353, dated 15 July, 1942.

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3FC-353

15 July, 1942

SUBJECT: Status of Training of 689th Signal Aircraft Warning Reporting Company Frontier.

TO : Commanding General, Third Air Force, Tampa, Florida.

1. Reference letter Army Air Forces, no file number, subject: "689th Signal Aircraft Warning Reporting Company Frontier," dated June 22, 1942, and 1st Indorsement, 3rd Air Force, file 3AF 322.08 (6-22-42) dated July 2, 1942, report of training for this unit is as follows:

a. Strength *

1 officer
107 enlisted men
6 enlisted men DS Fort Monmouth for Aircraft Warning Extension Course.

b. Military Training.

Approximately 35% complete.

c. Technical Training -

Approximately 35% complete.

For the Commanding Officer:

OLAF M. KYSTAD, Jr.
Colonel, C. A. C.
Executive.

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HEADQUARTERS III FIGHTER COMMAND
Office of the Commanding Gen.

J:F
Tampa, Florida

3FC-353

21 July, 1942

SUBJECT: Training Report.

TO : Commanding General, Third Air Force, Tampa, Florida.

1. In compliance with directive your headquarters file 3AF 353 (7-11-42) AWS, the following report of training of the 689th Signal Aircraft Warning Reporting Company, Tuskegee, Alabama, for the week ending July 18, 1942, is submitted:

a. Number of officers assigned (colored) - 2, 1 captain and 1 2nd lieutenant.

b. Number of enlisted men - 107.

c. Status of training, both officers ane enlisted men - 35% complete.

For the Commanding Officer:

OLAF H. KYSTER, Jr.
Colonel, CAC
Executive.

3 AF 353 (7-21-42) A.W.S. 1st Ind. (J-36)

HEADQUARTERS THIRD AIR FORCE, Tampa, Florida. July 23, 1942.
TO: Commanding General, Army Air Forces, Washington, D. C.

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HEADQUARTERS III FIGHTER COMMAND
Office of the Commanding Gen.

J:F

Tampa, Florida

3FC-322.08 16 July, 1942

SUBJECT: 689th Signal Aircraft Warning Reporting Company, Frontier

TO : Commanding General, Third Air Force, Tampa, Florida

1. In compliance with paragraph 2c, 1st Indorsement to letter Hq. Air Forces, file AFRAD/AWS, subject: "689th Signal Aircraft Warning Reporting Company, Frontier," dated June 22, 1942, the following report of training of the 689th Signal Aircraft Warning Reporting Company, Frontier is submitted.

2. Strength report:

(1) Officers assigned to organization: 2 - 1 captain, and 1 2nd lieutenant. Officers absent: 1 captain; reason, DS enroute to joing

(2) Authorized strength of enlisted men: 107. Actual strength: 107. Absent: 1. Reason for absence: Emergency furlough.

3. Status of Training:

(1) Military training: Basic, except in the use of arms and equipment, completed. No arms or equipment have as yet been received, except gas masks. (Gas masks received July 13, and training began July 14, 1942.)

(2) Technical AWS Training has been as follows for all personnel:

Subject:	Hours
Familiarization lecture of AW	4
Direct current theory	16
Alternating current theory	24
Radio theory	9
Radar theory	31
Map reading	4
Plotting, American	4
Le Roi Engine theory	22
Rectifier theory	5
Records (operating)	2
Cabling, circuits	3
Purpose of AWS	4
Radar to Information Center	4
Grid Systems	4
Total	106 hours

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(This instruction has been classroom lecture instruction, and textbook training only. Radar units have not as yet, been received.)

For the Commanding Officer:

OLAF M. KYSTER, Jr.
Colonel, CAC
Executive

1st Ind. E-93

HEADQUARTERS THIRD AIR FORCE, Tampa, Florida.
TO: Commanding General, Army Air Forces, Washington, D.C.

1. Submitted per your instructions received in letter from Commanding General, Army Air Forces (AFRAD -AWS) dated June 22, 1942, subject: "689th Signal Aircraft Warning Reporting Company, Frontier", is training status of 689th Signal Air Warning Reporting Company, Frontier (Colored).

2. The 99th Fighter Squadron is not a part of this Air Force.

For the Commanding General:

/s/ CHARLES H. CAMPBELL
MAJOR, A.G.D.
Asst. Adjutant General

1 Incl: Ltr III Fighter Command.
3 FC-353, dated 15 July, 1942.

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15 July, 1942

3FC-353

SUBJECT: Status of Training of 689th Signal Aircraft Warning Reporting Company Frontier.

TO : Commanding General, Third Air Force, Tampa, Florida.

1. Reference letter Army Air Forces, no file number, subject: "689th Signal Aircraft Warning Reporting Company Frontier," dated June 22, 1942, and 1st Indorsement, 3rd Air Force, file 3AF 322.08 (6-22-42) dated July 2, 1942, report of training for this unit is as follows:

a. Strength *

1 officer
107 enlisted men
6 enlisted men DS Fort Monmouth for Aircraft Warning Extension Course.

b. Military Training.

Approximately 35% complete.

c. Technical Training -

Approximately 35% complete.

For the Commanding Officer:

OLAF M. KYSTER, Jr.
Colonel, C. A. C.
Executive.

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Status of Structure Force.

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JH:aca

Attached is a report of the status of Task Force Structure as of July 28, 1942.

For the Commanding General, Army Air Forces:

Incl.
"Status of Structure Force as of 7/28/42"

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STATUS OF STRUCTURE FORCE
AS OF JULY 28, 1942

A. PERSONNEL:

Unit	Authorized Off	Authorized E.M.		On Hand Off	On Hand E.M.	Short Off	Short E.M.
99th Fi Sq (Reinf)	38	284	(22P41)	28	227	11	57
Hq & Hq Sq 96th Serv. Gp	26	131		5(1)	49	21	82
366th Serv. Sq.	7 + 2 WO	213		5(2)	106	2 + 2 WO	107
83d Fi Cont Sq (Red)	4	107		2	180	2	Over 73
689th Sig Reptg Co (AF) Fr	9	142		3	107	6	35
767th Ord Co (Avn) (AB)	4 + 1 WO	60		1(3)	51	3 + 1 WO	9
Total	88 + 3 WO	937		44	720	45 + 3 WO	217(4)

(1) 3 Overage.
(2) 2 Overage
(3) 1 Overage - 3 Ord officers under orders to report by August 15, 1942.
(4) 4 BI officers on orders who have not yet arrived. Age and special qualifications of these officers is not know, but from past experience it is likely that their qualifications will be limited to general administrative duties.

B. EQUIPMENT:

1. Airplanes:

   (a) On hand - 4 P-40.
   (b) On order - Total of 12-14 P-40's will be at Tuskegee by August 1, 1942. AFRCM has been requested to have 37 P-40's crated and ready for shipment by September 30, 1942.

2. Communications: Sufficient Communications equipment for training purposes has been shipped to the 83rd Fighter Control Squadron.

3. Other: All material which can be procured without an assigned priority will be on hand by August 31, 1942.

C. TRAINING:

1. Non-flying officers (other than BI) 15% trained.
2. BI officers trained only in general administrative duties.
3. 65% of enlisted men are technically trained, remainder are being trained on the job.
4. All units are being trained for the job which they will perform.

/s/ WFM
Executive.

AFRAD

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Status of Structure Force.

F/TCR:mse

1 AFRAD AFAEP 1942 7-28

1. Attached hereto is a report on the status of the Structure force.

2. Information contained in this report was furnished to this Directorate by Colonel Kimble, Commanding Officer, Tuskegee Advanced Flying School, Tuskegee, Alabama.

3. The following units originally included in Structure force but omitted in directive from AFDPU to AFDMR, July 25, 1942, subject "Movement of Structure Air Force", are not included in report:

96th Serv Sq
101st Chem Plat
501st Chem Plat
648th Ord Co (Avn) (Pur)

1 Incl:
"Status of Structure Force as of 7/26/42"

WFM
Executive

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wr. 7/30/42

AFAEP
JH:aea

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, OPD:

Subject: Structure.

1. It was originally planned to have the following units comprise the Air Component of this Task Force:

	Officers	W.O.	Enlisted Men
99th Fighter Sq. (reinforced)	38		284
Hq & Hq Sq 96th Svc. Gp.	26		131
366th Svc. Sq.	7	2	213
83d Fighter Cont. Sq. (Red.)	4		107
689th Sig. Rep. Co. (AB) Frontier (less 1 Rep. Plat) (plus 1 spcl. plot. plat.)	9		142
767th Ord. Co. (Avn)(AB)	4	1	60
	88	3	937

2. As a result of further study, it appears that the Task Force is top heavy with Service elements. It is recommended that the Hq & Hq Sq., 96th Svc. Gp., 366th Svc. Sq., and the 767th Ord. Co. (Avn)(AB) be eliminated and that the 99th Fighter Sq. be reinforced with 6 Service Sq. specialists as follows:

Personnel:
Parachute shop.
1 staff Sgt. parachute repairman (147)
Mobile Repair Section specialists.
2 Sgts. sheet metal workers (201)
1 Sgt Mechanic Ap. electrical specialist (685)
1 Sgt. Mechanic Ap. Instrument specialist (686)
1 Pfc. Welder (256)

3. No other service personnel is deemed necessary to maintain one squadron inasmuch as all combat squadrons are self-sustaining under the new Tables of Organization. Consideration has been taken of the Ground Forces accompanying this movement.

4. The final Air Component recommended will be as follows:

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	Officers	T.O.	Enlisted Men
99th Fighter Sq. (reinforced)	* 39		255
83d Fighter Cont. Sq. (Red.)	4		107
689th Sig. Rep. Co. (AB)	9		142
Frontier (less 1 Rep. Flat) (plus 1 spcl. plot. plat.)			
	52		504

*Includes 1 Squadron Commander (white) to be replaced by 1 Squadron Commander (colored) when available.

For the Commanding General, Army Air Forces:

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Structure.

Memorandum

A.C. of S., OPD

as above

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wr. 7/30/42

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MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, OPD:

Subject: Structure.

1. It was originally planned to have the following units comprise the Air Component of this Task Force:

	Officers	W.O.	Enlisted Men
99th Fighter Sq. (reinforced)	38		284
Hq & Hq Sq 96th Svc. Gp.	26		131
366th Svc. Sq.	7	2	213
83d Fighter Cont. Sq. (Red.)	4		107
689th Sig. Dep. Co. (AB) Frontier (less 1 Dep. Plat) (plus 1 spcl. plot. plat.)	9		142
767th Ord. Co. (Avn)(AB)	4	1	60
	88	3	937

2. As a result of further study, it appears that the Task Force is top heavy with Service elements. It is recommended that the Hq & Hq Sq., 96th Svc. Gp., 366th Svc. Sq., and the 767th Ord. Co. (Avn)(AB) be eliminated and that the 99th Fighter Sq. be reinforced with 6 Service Sq. specialists as follows:

Personnel:
Parachute shop.
1 staff Sgt. parachute repairman (147)
Mobile Repair Section specialists.
2 Sgts. sheet metal workers (201)
1 Sgt Mechanic Sp. electrical specialist (685)
1 Sgt. Mechanic Sp. Instrument specialist (686)
1 Pfc. Welder (256)

3. No other service personnel is deemed necessary to maintain one squadron inasmuch as all combat squadrons are self-sustaining under the new Tables of Organization. Consideration has been taken of the Ground Forces accompanying this movement.

4. The final Air Component recommended will be as follows:

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WAR DEPARTMENT
Headquarters Army Air Forces
Office Chief of the Air Staff
Washington, D. C.

Date 21 July 4-

TO: Lt. Col. George
Lt. Col. Walker
Lt. Col. Craig
Lt. Col. Anderson
Major Hansell
Captain Alling
Captain Oscanyan
Captain Taylor
Major Gillespie
Mr. McPherson

FOR: Your information

Rtn to Col Anderson

A-W.P. DIVISION

AAF 76

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	Officers	W.O.	Enlisted Men
99th Fighter Sq. (reinforced)	* 39		255
834 Fighter Cont. Sq. (Red.)	4		107
(99th Sig. Rep. Co. (AB)	9		142
Frontier (less 1 Rep. Plat)			
(plus 1 spcl. plot. plat.)			
	52		504

*Includes 1 Squadron Commander (white) to be replaced by 1 Squadron Commander (colored) when available.

For the Commanding General, Army Air Forces:

-2-

O. A. Anderson
Col., G.S.C.
Asst. Chief of Air Staff, Plans

-2-

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ADDRESS REPLY TO
HEADQUARTERS OF THE ARMY AIR FORCES
WAR DEPARTMENT
WASHINGTON, D. C.

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

July 29, 1942

MEMORANDUM FOR COLONEL AYDELOTT:

Subject: Air Structure.

1. A meeting was held in Plans Division this morning, 29 July. The following officers were present:

Colonel Sadler, G-3, of the Task Force, Structure.
Colonel Kimble, G-4, of Problems.
Colonel Silverman, Plans Division, A.A.
Major Palmer, OPD
Major Dahl (Acting), OPD.

The purpose of the conference was to iron out any misunderstandings about the air elements of this Task Force.

2. The understanding shared both Colonel Sadler and Colonel Kimble also which have been concerned by various interested Directorates. The Air Elements of this Task Force as finally agreed on include the following:

	Off.	W. O.	E.M.
*60th Fighter Sq. (reinforced)	22		225
834 Fighter Cont. Sq. (Ped.)	4		107
480th Air. Ser. Co. (Ad.)	9		147
Frontier (less 1 ser. Flt.), (plus 2 prod plot plts)			
	52		481

*The 60th Fighter Sq. to be reinforced by the following Service Sq. personnel and equipment.

Personnel:

Parachute shop.
1 Staff Sgt. parachute repairman (1/2)
Mobile Repair Section specialists
2 Sgts. sheet metal workers (2/1)

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1 Sgt. [illegible] jr. electrical specialist (CSE)
1 Cpl. [illegible] jr. instrument specialist (CSE)
1 CSE [illegible] (CSE)

Enclosure:

1 Set of [illegible] equipment for [illegible]
1 Set of [illegible] equipment [illegible] training
Site for [illegible] listed above.
So much of the Kit Tool Material [illegible] as is provided for middle service echelons.

3. There was considerable discussion about the Commanding Officer of the Squadron--whether he should be white or colored. Col. Kimble stated that no colored pilot had more than four months experience to date and in his opinion, a man with such limited experience was not qualified to command a squadron. Colonel Sadler agreed with Col. Kimble and recommended that a white officer be detailed to command the squadron.

4. The original directive to the Army Air Forces stated that all officers of the Force would be colored, with the exception of certain key individuals to be chosen at the discretion of the Commanding General, Army Air Forces. Major Palmer stated that the policy of O-1 was that in so far as possible colored units would be commanded by colored officers, but where a qualified Senior colored officer was not available, white officers would be detailed. It was finally agreed that a white officer would be entitled to command the Squadron, but would be relieved when a qualified colored officer was available.

5. A-3 was consulted about the responsibility of training for this Squadron and recommended that the Flying Training Command be held responsible for its training.

6. As a result of the above [illegible] sent to the Flying Training Command giving them all information on this Task Force to date, indicating strength of the Air Echelons of this Force, the amount of transportation which TWD had directed be taken and advising them that they were responsible for training of this Task Force. The there is [illegible]

H.
J. HALVORSEN,
Lt. Col., Inf.

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July 29, 1942

MEMORANDUM FOR COLONEL ANDERSON:

Subject: Structure.

1. A meeting was held in Plans Division this morning, 29 July. The following officers were present:

Colonel Sadler, C.O. of the Task Force, Structure.
Colonel Kimble, C.O. of Tuskegee.
Colonel Halversen, Plans Division, A.S.
Major Palmer, OPD
Major Crittenden, OPD.

The purpose of the conference was to iron out any misunderstandings about the air elements of this Task Force.

2. The undersigned showed both Colonel Sadler and Colonel Kimble the R/R's which have been processed by various interested Directorates. The Air Elements of this Task Force as finally agreed on include the following:

	Off.	W.O.	E.M.
*99th Fighter Sq. (reinforced)	39		255
83d Fighter Cont. Sq. (Red.)	4		107
689th Sig. Rep. Co. (AW)	9		142
Frontier (less 1 Rep. Plat). (plus 1 spcl plot plat)			
	52		504

*The 99th Fighter Sq. to be reinforced by the following Service Sq. personnel and equipment.

Personnel:

Parachute shop.
1 Staff Sgt. parachute repairman (147)
Mobile Repair Section specialists
2 Sgts. sheet metal workers (201)

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1 Sgt. Mechanic Ap. electrical specialist (685)
1 Sgt. Mechanic Ap. Instrument specialist (686)
1 PFC Welder (256)

Equipment:

1 Set of Equipment Mobile Repair
1 Set of Equipment Portable Welding
1 Set of Equipment Parachute Packing
Kits for mechanics listed above.
So much of the Kit Tool Materiel Sq. as is provided for mobile repairs sections.

3. There was considerable discussion about the Commanding Officer of the Squadron--whether he should be white or colored. Col. Kimble stated that no colored pilot had more than four months experience to date and in his opinion, a man with such limited experience was not qualified to command a squadron. Colonel Sadler agreed with Col. Kimble and recommended that a white officer be detailed to command the squadron.

4. The original directive to the Army Air Forces stated that all officers of the force would be colored, with the exception of certain key individuals to be chosen at the discretion of the Commanding General, Army Air Forces. Major Palmer stated that the policy of G-1 was that in so far as possible colored units would be commanded by colored officers, but where a qualified Senior colored officer was not available, white officers would be detailed. It was finally agreed that a white officer would be detailed to command the Squadron, but would be relieved when a qualified colored officer was avnilable.

5. A-3 was consulted about the responsibility of training for this Squadron and recommended that the Flying Training Command be held responsible for its training.

6. As a result of the above an R/R was sent to the Flying Training Command giving them all information on this Task Force to date, indicating strength of the Air Elements of this force, the amount of transportation which OPD had directed be taken and advising them that they were responsible for training of this Task Force.

J. HALVERSEN,
Lt. Col., Inf.

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Structure.

AFAEP
JH-mlf

1. AFAEP AFFTC 1942 7/29

1. Your attention is invited to attached copies of previous R/R on this subject. (Incl 1).

SECRET

2. You are advised that this Division has today advised OPD that the following will comprise the Air Elements of this Task Force.

	Off	W.O.	E.M.
*99th Fighter Sq. (reinforced)	[illegible]		255
83d Fighter Cont Sq. (Red.)	4		107
689th Sig. Rep. Co. (AW)	9		142
Frontier (less 1 Rep. Plat). (plus 1 spcl plot plat)	____		____
	[illegible]		504

*The 99th Fighter Sq. to be reinforced by the following Service Sq. personnel and equipment.

Personnel:

Parachute shop.
1 staff Sgt. parachute repairman (147)
Mobile Repair Section specialists
2 Sgts. sheet metal workers (201)
1 Sgt. Mechanic Ap. electrical specialist (685)
1 Sgt. Mechanic Ap. Instrument specialist (686)
1 PFC Welder (256)

Equipment:

1 Set of Equipment Mobile Repair
1 Set of Equipment Portable Welding
1 Set of Equipment Parachute Packing
Kits for mechanics listed above.
So much of the Kit Tool Materiel Sq. as is provided for mobile repairs sections.

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Structure.

1. AFAEP AFFTC 6/29 (con)

3. For your information Operations Division, WDGS, has ordered that only the following motor transportation will accompany Air Units:

Truck, Field Servicing	2
Car, light, five passenger	1
Truck ¼-Ton 4x4	8
Tractor, with 2-ton crane	1
Tractor, heavy duty	1
Truck, engineering shop	1
Truck, instrument shop	1
Truck, technical supply	1
Truck, 2½-Ton cargo	2
Total	18

4. The Commanding Officer of the Task Force has stated that in view of the limited experience of the Colored pilot personnel, a qualified colored commander is not now available. It is, therefore, recommended that a qualified white officer be detailed to command the squadron until such time as a qualified colored officer is available. The white officer detailed will be in addition to T/O Strength.

5. You will be responsible for the training of this Task Force.

Incl: R/R 1 to 8 w/Incls Dated 6/13 to 7/21

O. A. A.
C/AFAEP

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

File No. _____

Tally No. AAF _____

Note. -- A line will be drawn across sheet after each comment.

SUBJECT: Structure.

NO.	FROM	TO	DATE	COMMENTS
1.	AFAEP	AFDPR (Col. Kirkpatrick) AFDCS (Col. Jacobs) AFAAD (Col. Lay)	12/26/42	1. The following will comprise six elements of this Task Force. Off. En. Eq. *99th Fighter Sq. (reinforced) 38 ~~111~~ 155 34th Fighter Cont.Sq. (Det) 4 109 99th Sig. Aux. Sq. (Det) 9 142 Frontier (less 1 Sec. Plot). (-One 1 evel plot plot) 51 ~~511~~ 506 * The 99th Fighter Sq. to be reinforced by the following Service Sq. personnel and equipment. Personnel: Parachute shop. 1 staff Sgt. parachute repairman (347) Mobile Repair Section specialists. 2 Sgts sheet metal workers (202) 1 Set Mechanic Ac. electrical specialist (404) 1 Set. Mechanic Ac. Instrument specialist(404) 1 Pfc. Welder (057) Equipment: 1 set of Equipment Mobile repair 1 set of Equipment Portable welding 1 set of Equipment Parachute Packing Kits for mechanics listed above. So much of the Kit Tool Material Sq. as is provided for mobile repairs sections. 2. Concurrence requested. Sgd K. Lay C. A. L. AC/AFAEP

(Do not use reverse side) W-4071,AF, Rev.8/14/41

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99th Pursuit Sq. and Air Service Elements.

AFAEP
JH-mlf

8. AFAEP AFDMR 1942
7/21

1. Par. 3 R/R dated 13 June 1942 above subject requested report on 15 July and 15 August on following with reference to this force:

a. Strength (officers, men and planes)
b. Present status of training.

2. Report 15 July has not been received.

Incls/ n/c

O. A. A.
Actg.C/AFAEP

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COPY R/R

SUBJECT: 99th Pursuit Squadron and Air Service Elements. BHM:eb

2. AFDMR AFRAD 6-16 1. For necessary action.

1 Incl. N/C

M. S. F.
Dir. Mil. Req.

---

3. on another sheet

---

4. AFDPU AFRBS 6-29

1. For recommendation as to service units and sections which will be included in the reorganized Task Force based on the 99th Fighter Squadron under new T/O's.

2. The recommendations of the Director of Air Defense are contained in the preceding serial and in serial No. 3 of the attached R & R, same subject, dated June 25th.

3. It is requested that your recommendations be returned to the Program Planning & Control Unit at the earliest practicable for consideration before the attached papers are transferred to the other Directorates listed in serial No. 3.

4. Attention is invited to an original restriction upon total Army Air Force personnel for this force - 87 officers and 1, 109 enlisted men which should not be exceeded under the reorganization.

A. L. M.
Chief, Program Planning & Control.

Incls.
R&R Serials 1, 2, & 3, 6-23, 6-23 & 6-25 resp, added
Incls n/c

---

5. AFRBS AFDPU 1942 7/3

1. The Third Air Service Area Command has sent Colonel Steel to Tuskegee Flying School to assist the Commanding Officer in the reorganization of service units in accordance with new Tables of Organization. Wright Field has advised us by telephone that Colonel Steel sent them a tentative Table of Organization and Special Equipment list of a reduced Hdqr. & Hdqrs. Squadron Service Group & Service Squadron. Wright Field has been requested to forward this by air mail to this Directorate.

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2. It is recommended that the attached papers be transferred to the other directorates listed in comment 3,

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and returned to this Directorate. By the time these papers have circulated among the other directorates, we will have received this information from Wright Field.

Incls:
n/c

L. P. W.
Director/ Base Services

ILF:fw

6 AFDPU AFRBS 7/4

1. Returned for reconsideration in accordance with telephone conversation between Colonel Foster and Colonel Burgess this date.

2. With the concurrence of OPD, it is now planned to redesignate the reduced Hq & Hq Sq. 96th Air Base Group and 366th Materiel Sq as Hq & Hq Sq, 96th Service Group and 366th Service Sq at New standard Table of Organization strengths.

Incls:
n/c

A. L. M.
Chief, Program Planning & Control.

7. AFRBS AFAEP 1942
7/15

1. Returned to AFAEP direct in accordance with telephone conversation with Colonel Halversen.

2. Inasmuch as all combat squadrons are self-sustaining under new Tables of Organization, and taking into consideration the Ground Forces accompanying this movement, it is recommended that the 99th Fighter Squadron be reinforced by the following Service Squadron personnel and equipment:

Personnel:
Parachute Shop
1 Staff Sgt. parachute repairman (147)
Mobile Repair Section specialists
2 Sgts. Sheet Metal Workers (201)
1 Sgt Mechanic Ap electrical specialist (685)
1 Sgt. Mechanic Airplane instrument special. (68
1 Pfc. Welder (256)
Equipment:
1 set of Equipment Mobile Repair
1 set of Equipment Portable Welding
1 Set of Equipment Parachute Packing
Kits for mechanics listed above
So much of the Kit Tool Material Sq. as is Porivded for mobile repair sections.

3. No other Service personnel is deemed necessary to maintain one Squadron.

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4. (continued)

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4. The redesignation of the units as listed in para 2 item 6, is concurred in.

Incls: n/c

L. P. W.
Director/Base Services.

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99th Pursuit Squadron and Air Service Elements.

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3. AFRAD AFDPU AFDMR AFROM AFTSC AFAMC AFRBS AFPMP — 1942 6-25 — In Turn

1. In accordance with Item 1, paragraph 2 a, it is requested that:

a. Eighteen (18) P-40 type aircraft be furnished the 99th Fighter Squadron, Tuskegee, Alabama, as soon as possible, but not later than August 5, 1942.

b. An additional thirty-seven (37) P-40F aircraft equipped with HF radio (SCR-274), recognition lights and contactors (pip-squeak), be crated and made ready for overseas shipment for 99th Fighter Squadron, not later than August 31, 1942.

c. Two hundred twenty-two (222) standard combat extension tanks (belly tanks, 52 gal. capacity), for P-40F aircraft be made ready for overseas shipment by boat for 99th Fighter Squadron, not later than August 31, 1942.

d. Units listed in Item 1, paragraph 2 b, be activated and brought to strengths indicated as soon as practicable, and concentrated at Tuskegee, Alabama.

(1) Personnel and equipment for 83rd Fighter Control Squadron (Reduced) should be as follows:

Personnel

4 officers 107 enlisted men

Equipment

Signal Corps Equipment Required:

4 ea SCR 551 (Direction Finder) (already alloted)
2 ea HT-4 (Halicrafter)
6 ea SCR-183A or set suitable for radio link capable of voice transmission for 50 miles.

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99th Pursuit Squadron and Air Service Elements.

F/TCR:mso

3. AFRAD AFDPU 1942
AFDMR 6-25
AFROM
AFTSC
AFAMC
AFRBS
AFPMP

e. Personnel of the 83rd Fighter Control Squadron and Control personnel of the 99th Fighter Squadron will be trained by personnel from the Fighter Command School at Tuskegee, Alabama.

2. The 689th Signal AW Reporting Co. (Frontier) has been activated and is now at Tuskegee with the following personnel:

a. Officers:

One (1) officer (white) is assigned temporarily.
One (1) officer (colored) is due to arrive on or before June 20, 1942, from Officer Candidate School, Ft. Monmouth, N. J.

b. Enlisted Men:

Three (3) enlisted men are now assigned.
Eight (8) enlisted men, now at Ft. Monmouth in the Radio Electrician School, are earmarked for this company.
Ninety-six (96) enlisted men have been shipped to the company. (This information from the Adjutant General (Major Allen).)

3. Previous efforts to secure the five (5) additional colored officers required have not been successful. An R & R was sent to AFDMP on June 20, 1942, requesting further action in securing these officers.

4. The 689th Signal AW Reporting Co (Frontier) should be equipped in accordance with T/BA No. 11-3 except necessary field and camp equipment should be furnished as no housing facilities will be available at the Radar sites they will operate. Two (2) Radar sets (SCR-270) are scheduled for delivery to this company in early July.

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99th Pursuit Squadron and Air Service Elements.

F/TCR:mse

3.	AFRAD	APDPU AFDMR AFROM AFTSC AFAMC AFR3S AFPMP	6-25	5. The 689th Signal AW Reporting Co (Frontier) will require the addition of a special plotting platoon of three (3) officers and thirty-four (34) enlisted men giving an overall strength of seven (7) officers and one hundred thirty-nine (139) enlisted men. This unit is required to man the mobile information center.
		In turn		6. Information regarding the remaining Structure units is not available to this Directorate.

1 Incl. n/c

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Executive

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99th Pursuit Squadron and Air Service Elements.

1. AFAEP AFDan 1942 6/13

AFAEP
JH-alf

1. Attention is invited to attached memorandum to CG, AAF from OPD.

2. In accordance with above the CG AAF directs following:

a. That steps be taken to supply needed planes to 99th Pursuit Squadron by Sept. 1, 1942. Aircraft will be diverted from Eastern Defense Command for this purpose if aircraft allocated to Structure is not available, 1 Sept. 1942. Loss to Eastern Defense Command will be replaced by allocation of aircraft originally earmarked for Structure. Trainers now alloted 99th Pur.Sq. will be increased to accommodate 33 pilots by 5 Aug. 1942.

b. That following units (or similar units under new T/O) be brought to full T/O strength as soon as practicable and concentrated in Tuskegee, Alabama for intense training:

99th Pursuit Sq.
83d I.C. Sq. (reduced)
689th Signal AW Reporting Co.
(Frontier) (Less 1 Dept. Plat)
Hq. 96th Maint. Gp. (reduced)
366th Materiel Sq. (reduced)
101st Chem. Plat (reduced)
501st Chem. Plat. AF
(Service Centers (reduced)
Det. 767th Ord. Co. AB
One Plat. 648th Ord. Co. (Avn)(Pur)

c. That 83d Interceptor Control Squadron (reduced) receive required training as soon as practicable.

d. That the Task Force be equipped to function in theater of operations and receive needed equipment prior to departure.

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99th Pursuit Squadron and Air Service Elements.

1. (con) AFCSP AFDAT 1942 6/13

2. That all service elements of the air units have colored officer personnel. In the event trained colored officers are not available, qualified white officers will be detailed to conduct training with colored understudies. White officers thus detailed will be relieved prior to departure of Task Force.

3. Report will be submitted on 15 July and 15 Aug. on following with reference to this force:

A. Strength (officers, men and planes).
B. Present status of training.

1 Incl: Memo for CG, AAF
6/9/42 frm. Asst. CS
/Memo for record

C.A.A.
C/AFASF

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June 9, 1942

OPD 370.5 (6-9-42)

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

Subject: 99th Pursuit Squadron.

1. In order to reduce the number of convoys across the South Atlantic and thus relieve strain on the Navy caused by furnishing naval escorts for convoys, it is desired to transport the Air Force elements of the STRUCTURE Defense Force at the same time as the ground force elements of that force. It is now planned to ship this force in September 1942.

2. It is desired that necessary action be taken to have the 99th Pursuit Squadron (1) (Col) and its supporting air service troops equipped and ready for shipment to overseas station in September 1942. In the event that sufficient fighter aircraft equipped for dive bombing and allocated to the 99th Pursuit Squadron from production are not available by this date they will be taken from those allocated from production to the Eastern Defense Command. Aircraft taken from that command will be replaced by those now allocated to the 99th Pursuit Squadron (1) (Col) as soon as they become available.

DWIGHT D. EISENHOWER
Major General
Assistant Chief of Staff

J. E. UPSTON
Colonel, G.S.C.
Chief, Africa - Middle East Theater.

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NOTE FOR RECORD:

The AF units of the STRUCTURE Defense Force are tentatively scheduled for shipment in November or December 1942. The Ground elements of this force will probably go in September 1942. Combining these two units will be advantageous in that one convoy is eliminated. The Construction Force will land at STRUCTURE about June 10, 1942. Although the date on which the construction will be completed can not yet be estimated it is probable that it will be completed by October 1, 1942 approximately the date now planned for the arrival of the Defense Force. The Construction Force has been preceeded by an advance detachment to do preliminary work and thus speed up the date of completion.

Colonel Kimble, CO of Air Corps Training Command at Tuskegee, Alabama, where the 99th Pursuit Squadron and its air service elements are training, states that these units can be trained by September 1942, if it be filled up with personnel and equipped. A sufficient number of graduate pilots will be ready on August 5, 1942 but will require fighter aircraft for transition training prior to departure.

Director of Air Defense, AAF (Col. Saville) states that if the squadron is ordered overseas, aircraft of a kind similar to those with which it will be equipped, will be provided for training.

At present, aircraft allocations provide fighter aircraft for the 99th Pursuit Squadron to be furnished between July 1st and December 30th. If these are not ready by September, aircraft planned for delivery to the Eastern Defense Command will be ready and the loss can be replaced by the ships now allocated to the 99th Pursuit Squadron.

S. & P. Group, OPD (Lt. Col. Lindsay) concurs.
CG, SOS (Col. Decker) concurs but states that this will reduce Bolero by this amount regardless of when it goes.
CG, AAF (Lt.Col. Halversen) concurs.
R&R Section, OPD (Col. Fair) concurs and states that units involved are already included in the 1942 Troops Basis.
North American Theater, OPD (Col. Fisher) concurs.

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WAR DEPARTMENT GENERAL STAFF
DISPOSITION FORM

OPD 320.2/DO (5-6-42)

SUBJECT: Status of Training of Elements, LITTLE JOB.

To: CGAAF

For:

It is requested that the information as to the date when these troops will be prepared for overseas shipment be furnished OPD as soon as it is obtained.

DWIGHT D. EISENHOWER,
Major General,
Assistant Chief of Staff.

Incl.-----

DF fr. AAF
to OPD, (5-20-42)
w/incls., as listed.

J. E. UPSTON
Colonel, G.S.C.
Chief, Africa-Middle East Section
Theater Group, OD-WDGS

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WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
DISPOSITION FORM

May 20, 1942

SUBJECT: Status of Training of Elements, Little Joe.

TO: Col. Johnson, AFD

For: Information

CTMcN-mlf
AFDAP

For the Commanding General, Army Air Forces:

H. A. CRAIG,
Colonel, G. S. C.
Assistant Chief of the Air Staff, Plans.

Incl: R&R Same Subject.
w/chart.

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R/R

SUBJECT: Status of Training of Elements, LITTLE JOE.

3. AFROM AFAEP 1942
(d-3) 5/12

1. The attached chart, listing the Air Corps units and units of associated arms and Services scheduled for Little Joe, is furnished in compliance with comment 1.

2. This chart has been prepared from the best information available at this time. It will be noted that no estimate is made of the date when these units will be ready for combat. No information is immediately available on which such an estimate might be based. Action is being taken by this office to secure the information and it will be furnished you at the earliest possible date.

3. The same condition prevails in regard to the status of training of the 99th Pursuit Sq. and the 366th Materiel Sq.

4. Present tentative scheduled allocations of aircraft provide for no more airplanes for the 99th Pursuit Sq. until December 1942. Then only seventeen (17) P-40, sufficient to equip two (2) Flights.

B. S. F.
Col., A.C.
Dir., M. C. & M.

Incl: chart.

(number 3 above)
(comes after 1 & 2 here)

AFAEP
JH-hlg

1. AF.EP AFDMR 1942
5/6

1. The following information is desired with reference to the Air Units and Air Corps Services scheduled for Little Joe:

a. Present strength (personnel and planes).
b. Present status of training.
c. Date estimated units will be ready for combat

H. A. C.
AFAEP

---

2. AFDMR AFROM 5/7

1. For information requested.

HCL:jgr

SECRET

M. S. F.,
D/MR

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UNITS	Authorized Strength		Actual Strength		Airplanes		Status of Training	Date Estimated Ready for Combat
	Off	EM	Off	EM	Auth.	On Hand		
99th Pursuit	41	210	4	212	25	2	None	
83d I.C. Sq. (Reduced)	2	85	2	44			None	
689th Signal AW Reporting Co. (Frontier) (Less 1 Rept. Plat)	6	1 5	1	1			None	
Hq. 96th Maint. Gp. (Reduced)	10	118	0	17			None	
366th Materiel Sq. (Reduced)	9	201	9	502				
101st Chem Plat. Airborne (Reduced)	1	19	0	9			None	
501st Chem Plat. AF Service Center (Reduced)	1	17	0	9			None	
Det. 767th Ordnance Co. AB	8	48	0	0			None	
One Plat, 648th Ordnance Co. (Avn) (Pur)	8	48	0	0			None	
899th Eng. Co. (Avn) (Sep)	5	176	5	176			Combat 10% Engineer 60%	

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(341)

SUBJECT: Status of Training of Air Elements LITTLE JOE Force.

4. AFAEP AFNOM 1942 C/S

AFAEP
JH-mlf

1. See copy R/A to Director Military Requirements attached.

Incl: n/c
add cy R/A to DMR from. AFAEP 6/13/42.

C. A. H.
C/AF Staff

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JH-mlf
6/13/42

AFAEP

(342)

Status of Training of Elements, Little Joe.

OPD

1. Attention is invited to directive issued this date to the Director of Military Requirements.

For the Commanding General Army Air Forces:

H. A. Craig
Colonel, G. S. C.
Assistant Chief of the Air Staff, Plans

O. A. ANDERSON
Colonel, G. S. C.
Executive

Incls:
#1
cy ~~Dir.~~ to DMR 6/13/42
DF fr. OD-WDGS 5/21/42 to CGAAF
w/DF fr. AAF to OPD, (5-20-42)
w/incls., as listed.

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99th Pursuit Squadron and Air Service Elements.

RBS-6
HCB/soc

7. AFRBS AFAEP 1942 7/15

1. Returned to AFAEP direct in accordance with telephone conversation with Colonel Halversen.

2. Inasmuch as all combat squadrons are self-sustaining under new Tables of Organization, and taking into consideration the Ground Forces accompanying this movement, it is recommended that the 99th Fighter Squadron be reinforced by the following Service Squadron personnel and equipment:

Personnel:
Parachute Shop
1 Staff Sgt. parachute repairman (147)
Mobile Repair Section specialists
2 Sgts. Sheet Metal Workers (201)
1 Sgt. Mechanic Ap. electrical specialist (685)
1 Sgt. Mechanic Airplane instrument specialist (686)
1 Pfc. Welder (256)

Equipment:
1 Set of Equipment Mobile Repair
1 Set of Equipment Portable Welding
1 Set of Equipment Parachute Packing
Kits for mechanics listed above
So much of the Kit Tool Materiel Squadron as is provided for mobile repair sections.

3. No other Service personnel is deemed necessary to maintain one Squadron.

4. The redesignation of the units as listed in para. 2 item 6, is concurred in.

Incls: n/c

L. P. W.
Director/Base Services

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A/A

SUBJECT: Status of Training of Air Elements LITTLE JOE Force.

1. AFRAM C-2:ded — AFRAD (Lt.Col. McKee) — 19/2 5/20

1. For remarks and recommendations with particular attention to the details shown in attached report of Inspector.

2. OPD desires to move this unit in September because of certain shipping arrangements.

3. Colonel Kimble is expected here about June 30 and personal contact with him may result in the establishment of a better basis for determination of the exact date when air elements of Little Joe Force may be prepared for overseas shipment.

C. C. C.
Col., AAF.,
Actg. Dir./A.C.& M.

Incl.
WDGS D/F OPD 320.2/
20 (5/6/42)5/25/42 w/
cy Ltr fm Col. Sadler
to Lt.Col. Johnson.

---

2. AFRAD — AFRAM — Organization and Movement — 6/1

F/M:fr

1. Reference Paragraph 1-b and 2-a of basic letter. The 99th Squadron is listed on current priorities established by Operations Division, War Department General Staff, as having priority No. 11, practically the bottom of the list. There is no possible chance of the 99th Squadron receiving airplanes by September while in this priority.

2. Reference Paragraph 1-e, action will be initiated to send personnel of the 83rd Interceptor Control Squadron to the Fighter Command School for training in the near future.

WFM
Executive.

Incl: N/C.

---

3. AFRAM C-2:vm — AFAEP — 19/2 6-3

For comment upon which to base reply to OPD.

C.C.C.
Col., AAF,
Actg Dir. A.C. & M.

Incl n/c

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WAR DEPARTMENT GENERAL STAFF
DISPOSITION FORM

AG OPD 320.2/DO (5/6/42)

SUBJECT: Status of Training of Air Elements Little Joe Force.

5/25/42

To: CG.AF

For: Information

On May 21, 1942, OPD requested information as to the date when the Air Elements of Little Joe Force would be prepared for overseas shipment. The attached report of an inspection of these elements by Colonel Percy L. Sadler, the Commanding Officer of the Little Joe Force, is forwarded for such assistance as it may provide in answering the question asked by OPD

R. W. CRAWFORD
Brigadier General,
Acting Assistant Chief of Staff

INCL:

cy ltr fr Col. Sadler
to Lt. Col. Johnson.

(signed)

J. E. UPSTON
Colonel, G.S.C.
Chief, Africa-Middle East Section
Theatre Group, OD-WDGS.

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HEADQUARTERS, HEADQUARTERS AND SERVICE COMPANY PLS/rm
(Composite) #5880
Camp Davis, North Carolina

May 23, 1942

Lieut. Col. Douglas V. Johnson,
Operations Group, War Plans Division,
War Department,
Washington, D.C.

1. I have just returned from my inespection trip at Tuskegee Air Base and the condition of organization, activation, etc., was not encouraging to say the least. The following is a very brief summary of the conditions as they existed:

a. The Air Base is commanded by a Colonel Kimble, Air Corps, who has quite a job of construction and organization in addition to running the school.

b. 99th Pursuit Squadron -- except for pilots he had the personnel on the post for this squadron and they are doing the work that they ordinarily would be doing. The status of the pilots is as follows: there are 12 now commissioned; 16 more that will be commissioned about the 3rd of July and about 12 more who are sheduled to be commissioned early in August. Colonel Kimble stated that he would equip this squadron completely, except for planes of course. They most urgently need some pursuit planes now, at least 12, principally for the pursuit training of those officers who are already commissioned, in pursuit tactics and formations and pursuit gunnery, and most of all to learn how to fly and handle a pursuit airplane. I met Major Davis (he was promoted the day we arrived) and was very favorably impressed with him. He appears to be an excellent officer and eager for combat work. However, he is now at Camp Headquarters as Assistant Executive Officer and is not assiged to the 99th. Colonel Kimble stated that he planned to appoint an officer, a Second Lieutenant who graduated in March, as the Squadron Commander (not so good). I talked with several of the instructors and the pilots and believe with proper leadership they will be able to give a good account of themselves. I believe it imperative that an officer with experience be assigned to the 99th as Squadron Commander. If Davis is not the man, there is a Captain Rowland (white) who has been an instructor with these boys and knows them, and whom I believe would make an excellent Squadron Commander, and incidentally, is very desirous of the job.

c. Headquarters 96th Maintenance Group (reduced) -- this outfit does not exist except for a few penciled notes that Colonel Kimble has on them. However, he believes that he could get them together with trained personnel now on the post.

d. 366th Materieal Squadron (reduced) -- ditto as to the Headquarters 96th Maintenance Group (reduced).

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e. 33rd Interceptor Control Squadron (reduced) -- the personnel for this outfit requires special training, particularly in signal work. After contacting the 3rd Air Force in Tampa, we found out that there was a school in West Palm Beach for Interceptor Control personnel with a minimum course of six weeks. Colonel Kimble said he would endeavor to have some men sent there for training. I don't know whether he can arrange it or not: it may require action from higher authority.

f. 101st Chemical Platoon Airdrome (reduced) -- one officer, Lieutenant Leighton, and seven men actually on hand present and accounted for. Colonel Kimble stated that he would requisition the additional men necessary to fill it up from Edgewood Arsenal.

g. 501st Chemical Platoon Air Force Service Center (reduced) -- one officer, Lieutenant Scott, and seven men actually on hand present and accounted for. Colonel Kimble stated that he would requisition the additional men necessary to fill it up from Edgewood Arsenal.

h. Detachment 767th Ordnance Company Aviation Pursuit, and First Platoon 607th Ordnance Company Aviation Pursuit -- Colonel Kimble stated that the personnel for these two outfits were at Eglin Field, Valparaiso, Florida, and that they were due to return to Tuskegee about June 10th: enlisted personnel only; no officers.

i. Are the officers of the above units (except pilots) to be white or colored? The two chemical officers are white. The two officers of the C.W.S. units are the only ones assigned to these service units. It is not believed that colored officers with proper qualifications are available for these service units. Therefore, I recommend that white officers be assigned for these jobs.

2. a. I believe that after talking with Colonel Kimble that all of the organizations could be ready to go very early in August, provided the powers that be get behind them. I further believe that all of the organizations above should actually and positively be activated and organized as soon as possible with their own officers and trained to function as units of the 99th. They should be trained in their specific duties, get used to acting as a unit, be organized with their overhead, their individual equipment and clothing should be carefully checked, and organizational equipment drawn, and eat and sleep together: then they should be ready for overseas duty by August 1st.

b. I think it would be a good idea to send the Force Air Officer to Tuskegee to supervise the organization and training of the 99th when definite steps are taken to activate these service units.

* * * * * *

PERCY L. SADLER
Colonel, Infantry
Commanding.

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ADDRESS REPLY TO
CHIEF OF THE AIR CORPS
WAR DEPARTMENT
WASHINGTON, D. C

FILE

WAR DEPARTMENT
Headquarters Army Air Forces
~~OFFICE OF THE CHIEF OF THE AIR CORPS~~
WASHINGTON

MEMORANDUM TO COLONEL CRAIG:

I. Discussion:

1. The Commanding Officer, Little Joe (Col. Sadler) made an inspection of the air units at Tuskegee, Alabama, on or about 23 May. He found following discrepancies:

a. Lack of pursuit planes for training (O.P.D. has placed this project in low priority and full complement of planes will not be delivered until December, 1942.)

b. The 96th Maint. Gp. (reduced), 366th Mat. Sq. (reduced), 101st CML Plat. (reduced), 501st CML Plat. Service Center (reduced) practically exist on paper only.

c. The 83d Int. Cntl. Sq. (reduced) has had no special training. (Director of Defense is now taking steps to effect training in near future.)

2. Colonel Sadler desires C.O. of all combat and service element components be white officers.

3. O.P.D. desires unit to depart from U.S. during early part of September regardless of number of planes actually with unit.

II. Action Recommended.

1. That AFROM be advised to institute following and O.P.D. be so advised.

a. Air units of Little Joe be brought up to T/O strength (reduced) at once and assembled at Tuskegee for extensive training.

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b. That Colonel Kimble (officer in charge of training) be advised that air unit with or without planes will be prepared to depart for overseas station the latter part of August 1942.

c. That the Commanding Officers of all combat and service components will be white officers. Col. Kimble to be so advised.

FREDERICK R. PITTS,
Lt. Colonel, Cavalry.

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MEMORANDUM TO COLONEL CRAIG:

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a. Lack of pursuit planes for training (O.P.D. has placed this project in low priority and full complement of planes will not be delivered until December, 1942.)

b. The 99th Maint. Sq. (reduced), 100th Mat. Sq. (reduced), 101st Chem. Plat. (reduced), 501st Chem. Plat. Service Center (reduced) practically exist on paper only.

c. The 83d Int. Cntl. Sq. (reduced) has had no special training. (Director of Defense is now taking steps to effect training in near future.)

2. Colonel Sadler desires C.O. of all combat and service element components be white officers.

3. O.P.D. desires unit to depart from U.S. during early part of September regardless of number of planes actually with unit.

II. Action Recommended.

1. That AFHQM be advised to institute following and O.P.D. be so advised.

a. Air units of Little Joe be brought up to T/O strength (reduced) at once and assembled at Tuskegee for extensive training.

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b. That Colonel Kimble (officer in charge of training) be advised that air unit with or without planes will be prepared to depart for overseas station the latter part of August 1942.

c. That the Commanding Officers of all combat and service components will be white officers. Col. Kimble to be so advised.

FREDERICK H. PITTS,
Lt. Colonel, Cavalry.

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WAR DEPARTMENT
Headquarters Army Air Forces
Office Chief of the Air Staff
Washington, D.C.

Date 11 June

TO: Col Kindelle at Carlstrom
Today will send me
advantages of personnel to
me as soon as T/O
are published.
Hewitt sees as Liaison
between us & O.C.A.D.

A-W.P. DIVISION

X-225-E, A.C.

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WAR DEPARTMENT
Headquarters Army Air Forces
Office Chief of the Air Staff
Washington, D.C.

Date_____

TO:

A-W P. DIVISION

X-225-E, A.C.

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WAR DEPARTMENT
Headquarters, Army Air Forces
Office, Chief of the Air War Plans Division
Washington, D. C.

Date . . . . . .

FROM:	TO:	FOR:
____	____ Chief, A-WPD	____ Information
____	____ Exec. Group	
____	____ Adm. Group	____ Prepare Reply
____	____ Strat. & Joint Plans & Pol.	
____	____ Asiatic-Western Hem. Def. Section	____ Primary Interest
____	____ European Group	____ File

A-WPD

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Office, Chief of the Air War Plans Division
Washington, D. C.

Date . . . . . .

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WAR DEPARTMENT
Headquarters, Army Air Forces
Office, Chief of the Air War Plans Division
Washington, D. C.

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Headquarters, Army Air Forces
Office, Chief of the Air War Plans Division
Washington, D. C.

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Headquarters, Army Air Forces
Office, Chief of the Air War Plans Division
Washington, D. C.

Date . . . . . .

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____	____ Adm. Group	____ Primary Interest
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Inclosure No. 1

Composition of Defense Force

	O	N	WO	EM
Hq. Hq & Serv. Co. (Comp) #588)	18		1	172
1st Bn 30?th Infantry (cld)	31			931
802d CA Btry (cld)	6			148
25th Station Hosp. (250 bed)(cld)	21	30		150
Med. Detachment #2855	3			4
94th Pursuit Squadron (I)(cld)	42			216
Hq 90th Maintenance Group (Reduced)(cld)	10			118
368th Material Squadron (Reduced)(cld)	9			201
83d Interceptor Control Squadron (Reduced)(cld)	2			85
101st Chemical Platoon Airdrome (Reduced)(cld)	1			19
501st Chemical Platoon AF Serv. Center (Reduced)(cld)	1			17
Det. 767th Ord. Co. (Avn)(AT)(cld)	4		1	60
1 Plat. 647th Ordnance Co.(Avn)(Pur)(cld)	1			23
689th Sig. AW Reporting Co. Frontier (less 1 plat)(cld)	6			105
899th Engineer Co.(Avn)(cld)	5			176
	160	30	2	2427

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IMMEDIATE ACTION

HEADQUARTERS
SOUTHEAST ARMY AIR FORCES TRAINING CENTER

210.1 Maxwell Field, Alabama. (4C-1A)eb

SECRET May 26, 1942.

AIR MAIL

SUBJECT: Administrative Officers for Tuskegee, Alabama.

TO: Commanding General, Army Air Forces Flying Training Command, Washington, D. C.

1. Reference is made to your TE 481-D, dated May 23, 1942, and to Paragraph 2 of your TE 158-D G1-9, dated May 9, 1942, regarding number of Administrative officers required by the Flying Training Command, Tuskegee, Alabama, and the number of Administrative officers required to meet the complement of the 99th and 100th Pursuit Squadrons at Tuskegee.

2. Administrative officers (all colored) required for units to be organized and trained at Tuskegee, Alabama, for Force 5889 are as follows:

99th Pursuit Squadron -	5 BI Officers 1 Medical Officer
96th Maintenance Group Hqs. Sq. -	10 BI Officers 1 Medical Officer
366th Materiel Squadron Hd. -	9 BI Officers 1 Medical Officer
83rd Interceptor Control Sqdn. Hd.-	1 BI Officer
Det. 767th Ordnance Co. (AB) -	4 BI Officers
Plat. 648th Ordnance Co. Avn. Pur.-	1 BI Officer
TOTAL -	30 BI Officers 3 Medical Officers

100th Pursuit Squadron -	7 BI Officers 1 Medical Officer
367th Materiel Squadron -	8 BI Officers
318th Air Base Squadron -	4 BI Officers

3. With particular reference to paragraph 2 of your TE 158-D G1-9 referred to above, there is no source of supply for colored flying officers

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HEADQUARTERS
SOUTHEAST ARMY AIR FORCES TRAINING CENTER
Maxwell Field, Ala.
IMMEDIATE ACTION

(cont'd) SECRET
AIR MAIL

other than the Tuskegee Army Flying School, Tuskegee, Alabama. Requirements in this connection are governed by the present flow chart, and expectancy of forty percent completing the course.

For the Commanding General:

W. W. WELSH,
Colonel, GSC,
Chief of Staff.

IMMEDIATE ACTION

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File Inactive

	STRENGTH		
	Officers	Warrant Officers	Enlisted Men
1. 99th Fighter Sq. (I)	38	-	249
Hq 96th Maint. Gp (Red)	10	-	118
366th Service Sq (Red)	9	-	201
1 Sect. S3 Int. Cent. Sq (Red) (Opn)	2	-	85
*101st Chem. Plat. Airdrome (Red)	1	-	19
501st Chem. Plat. AF Serv. Center (Red)	1	-	17
767th Ord. Co. (Avn) (AB) (SG)	4	1	60
*1 Plat. 648th Ord. Co. (Avn) (Ftr)	1	-	23
689th Sig. Rep. Co (AF) (Frontier)(less 1 Reporting Plat)	6	-	105
1 Weather Det. - 4th Weather Sq.	-	-	2
1 Communications Det. - 4th Comm. Sq.	-	-	6
2. The following units to be assigned from existing units:			
1 Plat. QM (Truck)	1	-	34
1 Plat. QM Bn. (LM)	1	-	68
1 Det. Med. Dept.	-	-	6
1 Finance Det.	1	-	3

* To be absorbed in 99th Fighter Sq. (I) under T/O 1-27 dated 1 July, 1942.

Submitted to AC-of-S Division OPD 20 June.

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INFORMATION

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Revised Feb. 25, 1942

COMPOSITION OF US ARMY FORCES IN LITTLE JOE ONE

Troops	T/O	Officers	Nurses	EM	Aggregate
Force HQ		13		48	61
GROUND UNITS					
Infantry					
1 Rifle Bn (*less transportation) (plus Regl. Sec. Communications) Plat T/O 7-12, Bn Sect, Med Det, Inf Regt & one chaplain (C) T/O 7-11) (additional weapons: a motorized pack howitzers)	7-15	31		985	1,016
Coast Artillery Corps					
1 AA Btry 37 m gun (*less motor transportat)	4-28	6		148	154
Medical Corps					
Station Hosp. (250 bed)	8-507	20	30	150	200
Ordnance Dept.					
1 Ord. Det.		1		12	13
Quartermaster Corps					
QM Det.		3		50	53
Finance Dept.					
1 Finance Det.		1		7	8
AIR UNITS AND AIR CORPS SERVICES					
Air Corps					
1 Pursuit Sq I (with ATT Medical) (25 airplanes)	1-27	42		218	260
1 Hq Maint. Gp (Reduced)		10		118	128
1 Materiel Sq (Reduced) (2 airplanes)	1-413	9		201	210
1 Sec (Operating) Interceptor Control Sq (R)		2		85	87
1 Ferry Command Det		2		58	60
1 Communication Plat.		1		7	8
1 Weather Det.		2		20	22
Chemical Warfare Service					
1 Chemical Plat, Airdrome (reduced)		1		19	20
1 Chemical Plat, A.F. Service Centre		1		17	18
Corps of Engineers					
1 Co. Engrs. Aviation Sep. (*less motor transportation)	5-427	5		176	181
Ordnance Dept.					
1 Ord. Co. Avn (AB	9-157	5		60	65
1 Plat Ord Co Avn (Pur)	9-157	1		23	24
Signal Corps					
1 Sig. Rep Co AW Frontier (less 1 plat)	11-468	6		105	111
Totals		162	30	2,507	2,699

*See Notes next page.

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WPD
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WPD 4376-15

February 25, 1942.

MEMORANDUM FOR ASSISTANT CHIEF OF STAFF, G-3:
(Through the Secretary General Staff).

Subject: Construction in Liberia

1. It is requested that the attached "Composition of U. S. Army Forces in Little Joe One" revised February 25, 1942 be substituted for the similarly titled inclosure to War Plans Division memorandum, subject as above, February 24, 1942.

2. The inclosed revision changes the original troop list as follows:

a. Upon recommendations of the Surgeon General the Station hospital is increased from 200 to 250 bed capacity.

b. The prescribed white personnel component of certain units is changed to conform to the composition of available units.

DWIGHT D. EISENHOWER
Brigadier General
Assistant Chief of Staff

Incl. - Composition of U.S.
Army Forces in Little Joe One.

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NOTE:

1. With the following exceptions, thepersonnel of all units will be colored:

a. Officers of the Inf Bn; Regt Section, Comm Plat; and Bn Sec, Med Det.

b. At least the Commanding Officer of the AA Btry

c. Key Medical officers with the Sta Hosp (approximately 5).

d. Officers of Force Hqrs; not to exceed 30 enlisted men, Force Hqrs; and such officers of Serv Dets as are necessary to meet qualifications required.

e Personnel ofthe Ferry Command, Comm Plat and Weather Det, Air Corps, and such personnel of other Air Corps and Air Corps Service units as are recommended by the Chief, Army Air Forces.

2. *Motor transportation for Infantry Bn and attached units, Eng. Co. Aviation (Sep), Station Hospital, and Coast Artillery Btry (AA) will be limited to 57 vehicles of all types as indicated on inclosure 1 hereto.

** Motor transportation for Air Corps units will be limited to 18 vehicles of all types as indicated on inclosure 1 hereto.

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MOTOR TRANSPORTATION

GROUND UNITS

Car 5 pass. Sedan	2
Wrecker 4-T 6x6	1
Truck ¼-T 4x4	12
Truck ¾-T W C. 4x4	12
Truck ¾-T Radio 4x4	2
Truck 1½-T dump 4x4	10
Truck 2½-T cargo 6x6	15
Ambulance ¼-T 4x4	3
Total	57

AIR UNITS

Truck, Field Servicing	2
Car, light, five passenger	1
Truck ¼-Ton 4x4	8
Tractor, with 2 ton crane	1
Tractor, heavy duty	1
Truck, engineering shop.	1
Truck, instrument shop	1
Truck, technical supply	1
Truck, 2½-Ton cargo	2
Total	18

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Revised Feb. 25, 1942

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COMPOSITION OF US ARMY FORCES IN LITTLE JOE ONE

Troops	T/O	Officers	Nurses	EM	Aggregate
Force HQ		13		48	61
GROUND UNITS					
Infantry					
1 Rifle Bn (*less transportation) (plus Regl. Sec. Communications) Plat T/O 7-13, Bn Sect, Med Det, Inf Regt & one chaplain (C) T/O 7-11) (additional weapons: a motorized pack howitzers)	7-15	31		985	1,016
Coast Artillery Corps					
1 AA Btry 37 m gun (*less motor transportat)	4-28	6		148	154
Medical Corps					
Station Hosp. (250 bed)	8-507	20	30	150	200
Ordnance Dept.					
1 Ord. Det.		1		12	13
Quartermaster Corps					
QM Det.		3		50	53
Finance Dept.					
1 Finance Det.		1		7	8
AIR UNITS AND AIR CORPS SERVICES					
Air Corps					
1 Pursuit Sq I (with ATT Medical) (25 airplanes)	1-27	42		218	260
1 Hq Maint. Gp (Reduced)		10		118	128
1 Materiel Sq (Reduced) (2 airplanes)	1-413	9		201	210
1 Sec (Operating) Interceptor Control Sq (R)		2		85	87
1 Ferry Command Det		2		58	60
1 Communication Plat.		1		7	8
1 Weather Det.		2		20	22
Chemical Warfare Service					
1 Chemical Plat, Airdrome (reduced)		1		19	20
1 Chemical Plat, A.F. Service Centre		1		17	18
Corps of Engineers					
1 Co. Engrs. Aviation Sep. (*less motor transportation)	5-427	5		176	181
Ordnance Dept.					
1 Ord. Co. Avn (AB	9-167	5		60	65
1 Plat Ord Co Avn (Pur)	9-157	1		23	24
Signal Corps					
1 Sig. Rep Co AW Frontier (less 1 plat)	11-468	6		105	111
Totals		162	30	2,507	2,699

*See Notes next page.

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NOTE:

1. With the following exceptions, thepersonnel of all units will be colored:

a. Officers of the Inf Bn; Regt Section, Comm Plat; and Bn Sec, Med Det.

b. At least the Commanding Officer of the AA Btry

c. Key Medical officers with the Sta Hosp (approximately 5).

d. Officers of Force Hqrs; not to exceed 30 enlisted men, Force Hqrs; and such officers of Serv Dets as are necessary to meet qualifications required.

e. Personnel ofthe Ferry Command, Comm Plat and Weather Det, Air Corps, and such personnel of other Air Corps and Air Corps Service units as are recommended by the Chief, Army Air Forces.

2. *Motor transportation for Infantry Bn and attached units, Eng. Co. Aviation (Sep), Station Hospital, and Coast Artillery Btry (AA) will be limited to 57 vehicles of all types as indicated on inclosure 1 hereto.

** Motor transportation for Air Corps units will be limited to 18 vehicles of all types as indicated on inclosure 1 hereto.

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MOTOR TRANSPORTATION

GROUND UNITS

Car 5 pass. Sedan	2
Wrecker 4-T 6x6	1
Truck ¼-T [illegible]x4	12
Truck ¼-T W.C. 4x4	12
Truck ¼-T Radio 4x4	2
Truck 1½-T dump 4x4	10
Truck 2½-T cargo 6x6	15
Ambulance ¼-T 4x4	3
Total	57

AIR UNITS

Truck, Field Servicing	2
Car, light, five passenger	1
Truck ¼-Ton 4x4	8
Tractor, with 3 ton crane	1
Tractor, heavy duty	1
Truck, engineering shop.	1
Truck, instrument shop	1
Truck, technical supply	1
Truck, 2½-Ton cargo	2
Total	18

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BY AUTHORITY OF C.O.F.S. WPD

WPD
JEU

February , 1942.

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, G-4:
(Through the Secretary, General Staff).

Subject: Construction in Liberia.

1. Action of the Joint Chiefs of Staff, February 17, 1942 assigns the responsibility for defense of strategic air fields in Liberia to the U. S. Army.

2. The President of Liberia has granted to the United States Government unrestricted right to construct, operate, control, and defend, in the Republic of Liberia, such commercial and military airports as may be considered necessary by mutual agreement.

3. A defense force for the protection of the air field now under construction near Harbel, Liberia will be dispatched as soon as the necessary construction is completed and shipping becomes available. It is requested that your division issue necessary instructions for the construction, at or in the vicinity of Marshall airfield (near Harbel), of suitable theater of operations housing for the units indicated on the attached list at the earliest practicable date.

4. The following is furnished for your information:

a. Available information indicates that health conditions in the Harbel area are such as to require the provision of screened housing for all troops.

b. It is contemplated that the following units of the defense force will be included in the convoy which transports the construction force:

	O	EM
1 Co Engrs. AV (Sep) (Available to assist in construction)	5	176
1 Ferry Command Det	2	58
1 Communications Plat	1	7
1 Weather Det	2	20
Total	10	261

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c. The ground units of the defense force will be dispatched as soon as housing therefor is ready for occupancy contingent upon availability of shipping.

d. The air units and air corps services not included in b. above will be dispatched as soon as units are available, estimated about August 1, 1942.

e. Storage for supplies of all classes for 180 days will be required.

f. Construction of air corps technical facilities for the air units of the defense force, to include storage for aviation fuel, lubricants, bomb, ammunition pyrotechnics and maintenance supplies is required. The above is in addition to technical facilities which are being provided, by Pan American Airways at Marshall Airfield, for the Air Corps Ferry Command. Coordination between the two construction projects should be effected.

5. It is recommended that a suitable medical officer be sent to Liberia immediately, by air, on temporary duty for the purpose of making a sanitary survey of the area of U. S. Army responsibility.

DWIGHT D. EISENHOWER
Brigadier General,
Assistant Chief of Staff.

1 Incl. - Composition of US Army
Forces in Little Joe One

NOTE FOR RECORD: The composition and equipment of this force were set up in conference between WPD (Col. MacKelvie), G-3 (Col. Hodes), G-4 (Col. Rehm) GHQ (Col. Johnson), AAF (Col. Lindsay) and the prospective Force Commander (Col. Sadler), on February 21, 1942.

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Revised Feb. 25, 1942.

COMPOSITION OF US ARMY FORCES IN LITTLE WORLD WAR

Troops	T/O	Officers	Nurses	EM	Aggregate
Force HQ		13		48	61
GROUND UNITS					
Infantry					
1 Rifle Bn (sless transportation) (plus Regl. Sec. Communications Plat T/O 7-12, Bn Sect, Med Det, Inf Regt & one chaplain (C) T/O 7-11) (additional weapons; 4 motorized pack howitzers)	7-15	31		985	1,016
Coast Artillery Corps					
1 AA Btry, 37mm gun (sless motor transportation)	4-28	6		148	154
Medical Corps					
Station Hosp. (250 bed)	8-507	20	30	150	200
Ordnance Dept.					
1 Ord Det		1		12	13
Quartermaster Corps					
QM Det		3		50	53
Finance Dept.					
1 Finance Det		1		7	8
AIR UNITS AND AIR CORPS SERVICES					
Air Corps					
1 Pursuit Sq I (with Att Medical) (25 airplanes)	1-27	42		218	260
1 Hq Maintenance Sp (Reduced)		10		118	128
1 Material Sq (Reduced) (2 airplanes)	1-413	9		201	210
1 Sec (Operating) Interceptor Control Sq (R)		2		85	87
1 Ferry Command Det		2		58	60
1 Communication Plat.		1		7	8
1 Weather Det		2		20	22
Chemical Warfare Service					
1 Chemical Plat, Airdrome (reduced)		1		19	20
1 Chemical Plat, A.F. Service Centre		1		17	18
Corps of Engineers					
1 Co. Engrs. Aviation Sep (sless motor transportation)	5-427	5		176	181
Ordnance Dept.					
1 Ord Co Avn (AB)	9-167	5		60	65
1 Plat Ord Co Avn (Fur)	9-157	1		23	24
Signal Corps					
1 Sig. Rep Co AW Frontier (less 1 Plat)	11-468	6		105	111
Totals		162	30	2,507	2,699

See Notes next page.

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NOTE:

1. With the following exceptions, the personnel of all units will be colored:

   a. Officers of the Inf Bn; Regt Section, Comm Plat; and Bn Sec, Med Det.

   b. At least the Commanding Officer of the AA Btry

   c. Key Medical officers with the Sta Hosp (approximately 5).

   d. Officers of Force Hqrs; not to exceed 30 enlisted men, Force Hqrs; and such officers of Serv Dets as are necessary to meet qualifications required.

   e. Personnel of the Ferry Command, Comm Plat and Weather Det, Air Corps, and such personnel of other Air Corps and Air Corps Service units as are recommended by the Chief, Army Air Forces.

2. *Motor transportation for Infantry Bn and attached units, Engr. Co Aviation (Sep), Station Hospital, and Coast Artillery Btry (AA) will be limited to 57 vehicles of all types as indicated on inclosure 1 hereto.

   **Motor transportation for Air Corps units will be limited to 18 vehicles of all types as indicated on inclosure 1 hereto.

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MOTOR TRANSPORTATION

GROUND UNITS

Car 5 pass. Sedan	2
Wrecker 4-T 6x6	1
Truck ¼-T 4x4	12
Truck ½-T W.C. 4x4	12
Truck ½-T Radio 4x4	2
Truck 1½-T dump 4x4	10
Truck 2½-T cargo 6x6	15
Ambulance ½-T 4x4	3
Total	57

AIR UNITS

Truck, Field Servicing	2
Car, light, five passenger	1
Truck ½-Ton 4x4	8
Tractor, with 2 ton crane	1
Tractor, heavy duty	1
Truck, engineering shop.	1
Truck, instrument sho	1
Truck, Technical supply	1
Truck, 2½-Ton cargo	2
Total	18

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BY AUTHORITY OF A.C. OF S, W.P.D.

WPD
JEU

February , 1942.

MEMORANDUM FOR ASSISTANT CHIEF OF STAFF, G-3:
(Through the Secretary, General Staff).

Subject: Defense Force for Liberia.

1. For the defense of an airfield and auxiliary installations near Harbel, Liberia, a garrison as indicated in the attached list is authorized.

2. Attached hereto is copy of memorandum for Assistant Chief of Staff, G-4 reference construction of facilities at Harbel.

3. It is requested:

a. That the following units be included in the convoy which transports the construction force:

	O	EM
1 Co Engrs Avn (Sep)	5	176
1 Ferry Command Det	2	58
1 Communications Plat	1	7
1 Weather Det	2	20
Total	10	261

b. That the remainder of the Air and Air Corps Service units concerned be dispatched when same are organized and equipped, and necessary facilities become available at Harbel.

c. That the ground units concerned be concentrated immediately, for training by the Force Commander, and dispatched to Harbel as soon as facilities thereat become available.

DWIGHT D. EISENHOWER
Brigadier General
Assistant Chief of Staff.

2 Incls.
1 - Composition of US Army Forces in Little Joe.
2 - Cy of Memo to G-4, subj. Construction in Liberia.

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NOTE FOR RECORD: The composition and equipment of this force were set up in conference between WPD (Col. MacKelvie), G-3 (Col. Hodes), G-4 (Col. Rehm) GHQ (Col. Johnson), AAF (Col. Lindsay) and the prospective Force Commander (Col. Sadler), on February 21, 1942.

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~~JOINT PLAN FOR THE OCCUPATION~~

~~of~~

~~DAKAR~~

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JOINT PLAN FOR THE OCCUPATION
of
DAKAR

I. DIRECTIVE.

1. On May 9, 1941, the Joint Planning Committee received a directive from the Chief of Staff of the Army and the Chief of Naval Operations to prepare a plan for the occupation of a base at DAKAR in order to secure it for use by the United States in the defense of the Western Hemisphere and to deny it to the Axis Powers.

II. THE SITUATION ON AUGUST 10, 1941.

1. GENERAL.

a. GERMANY and ITALY are engaged in a strategic offensive against GREAT BRITAIN and RUSSIA. The British Navy has control of the ATLANTIC so far as hostile surface craft are concerned but has not been able to prevent heavy losses in cargo vessels from hostile submarine and air action. The British position in the MEDITERRANEAN area can be regarded as precarious.

b. The bulk of the German Army and Air Force now are heavily engaged against RUSSIA and operations on other fronts are, for the present, comparatively limited in scale. While GERMANY is behind schedule in her advance against RUSSIA, it can be expected that she will ultimately defeat RUSSIA. GERMANY may then concentrate upon the elimination of the British from the MEDITERRANEAN area and move against FRENCH NORTH AFRICA AND DAKAR or other parts of FRENCH WEST AFRICA.

c. SPAIN is nonbelligerent but leans toward the Axis Powers. PORTUGAL is neutral. Whether either or both of these Powers would seriously resist Axis occupation is uncertain. At any rate, successful resistance cannot be expected. Should GERMANY occupy these countries it is probable that she would endeavor to extend her control to the ATLANTIC Islands (AZORES, CANARIES, CAPE VERDES).

d. The French Vichy Government recently has announced its decision to collaborate with the Axis. Presumably, so far as that government is concerned, the Axis could use French air and naval bases in AFRICA, including CASABLANCA and DAKAR. There is a possibility that General Weygand, who is in immediate control of the French North and West African colonies, may resist Axis use of these bases, or other extension of Axis control into these African colonies. Weygand has stated that he will oppose to his full capability the occupation of DAKAR, but he does not have the means for successful resistance against the Axis. In all probability an attack against DAKAR by the United States would encounter full resistance on the part of the French forces and of such Axis forces as could be brought to bear in that area.

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2. THE DAKAR AREA.

a. DAKAR, SENEGAL PROVINCE, FRENCH WEST AFRICA, the principal commercial port of WEST AFRICA, is a fortified French naval base. It is important strategically because of its proximity to the South ATLANTIC shipping lanes and because it is the African port closest to SOUTH AMERICA, being 1,620 nautical miles from NATAL, BRAZIL. Axis air and naval forces based there would constitute a considerable threat to the security of the Western Hemisphere and to our South Atlantic communications. Conversely, our possession of a base at DAKAR would assist in the control of Axis communications to SOUTH AMERICA and thus aid the defense of the Western Hemisphere.

b. Distances between strategically important points follow:

(1) From DAKAR to -

	Distance in Nautical Miles
GIBRALTAR	1,487
PLYMOUTH, ENGLAND	2,265
BREST	2,207
FAYAL, AZORES	1,589
NEW YORK	3,335
BERMUDA	2,901
SAL, CAPE VERDES	328
ST. VINCENT, CAPE VERDES	481
TRINIDAD (PORT OF SPAIN)	2,528
NATAL	1,620
RIO de JANEIRO	2,763
BUENOS AIRES	3,864
CAPETOWN	3,893

(2) From DAKAR to -

	Distance		
	Naut. Miles By Sea	Stat. Miles By Air	Stat. Miles By road
AIN BEN TLI		715	1170
ATAR		390	590
BAMAKO		635	795
BATHURST	93	100	138
BOLAMA	282	245	495
CAYAR	47	27	34
FREETOWN	496	500	
GAO		1150	1550
IDJIL (Fort Gourand)		505	775
KAOLACK	143	100	128
KAYES		400	485
KONAKRI	483	420	630
MONROVIA	693		
NOMTI		870	1200
NIAMEY		1290	1681
PORENGUEM	20	22	37
PORTUDAL	30	33	49

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2. THE DAKAR AREA (Cont'd)

		Distance		
		Naut. Miles By Sea	Stat. Miles By Air	Stat. Miles By Road
RUFISQUE	Senegal	8	8	19
ST. LOUIS	Senegal	191	110	169
Salum River Mouth	Senegal	68	80	
TAMBACOUNDA	Senegal		250	306
(3) From BATHURST to -				
KAOLACK				
TAMBACOUNDA			70	80
			200	240
(4) From KOUNDI to -				
TAMBACOUNDA			360	371
BAMAKO			480	618
(5) From FREETOWN to -				
BAMAKO			480	
TAMORADI		336	810	
LABOS		1164	1130	

6. In general, the whole area around DAKAR is low and arid with sandy shores. There are no mountains within 200 miles of the coast and, north of the Salum River, no important obstacle to the maneuver of troops. DAKAR has a good water supply system, but in the hinterland sources of water are comparatively scarce. Reliable and detailed data as to possible landing beaches is lacking. Available information indicates that the landing of a large force anywhere on the open coast of WEST AFRICA would be extremely difficult, if at all practicable. Few suitable beaches exist and the surf is bad at all seasons.

7. (1) In West Africa, south of the desert, there are extensive road systems, but the roads are not very good. Outside of the principal towns there are few, if any, paved roads. A "good motor road" in WEST AFRICA is usually a graded and drained dirt road with some culverts and light bridges. Many of the roads can be used by motors only during the dry season. Roads across desert country are mere tracks, slightly improved in some places.

(2) The road system in the French Colonies is better developed than in the colonies of other nations. The French road systems have few connections with road systems in the other colonies. Since the beginning of the war, there has been little repair and no new work done

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2. THE DAKAR AREA (cont'd)

on the French roads. The province of SENEGAL has about 3,000 miles of good roads suitable for motor vehicles of at least one-ton capacity. In addition, there are reported to be 4,000 miles of roads suitable for automobiles during the dry season and numerous trails providing pack animal routes. A motor road leads north from DAKAR to ST. LOUIS; this extends as a desert track passable in dry weather by motor cars to CASABLANCA, about 2100 miles from DAKAR. Roads, usable by motors during the dry season (December to May), run from DAKAR east to GAO, 1500 miles; thence at least two similar roads lead north to the Mediterranean coast, 1700 miles. An all-weather motor road exists between DAKAR and KAOLACK and from the latter place several roads, usable by motors in dry weather, lead to the GAMBIA boundary. One of these connects with BATHURST by ferry. It is possible to go by motor in dry weather from DAKAR via TAMBACOUNDA to KONAKRI, a distance of about 900 miles. A railroad runs from DAKAR north to ST. LOUIS and east about 650 miles to KOULIKORO, the head of navigation on the Niger River. The Salum river is navigable as far as KAOLACK by vessels drawing eight feet. A first class airfield exists at DAKAR and there are numerous airfields throughout SENEGAL and FRENCH WEST AFRICA, with staging fields on four routes to north AFRICA.

(3) The capacities of important all-weather airfields available to the French for the defense of DAKAR are as follows:

Operating Capacity of All-Weather Fields

	Planes	
	VF	VB
Within 250 miles of DAKAR	216	72
250 to 850 miles from DAKAR	72	144
1200 to 1500 miles from DAKAR	-	288
Total	288	504

Note: - Substitutions may be made above on the basis of 1 bomber equals 2 fighters.

In addition to the above, a number of secondary and emergency fields are available.

e. Almost all supplies reach DAKAR by sea and towns in the interior receive their supplies through that port.

f. Owing to the prevalence of rain and stormy weather, military operations in WEST AFRICA would be seriously handicapped during the period from June to November, both inclusive. Climate conditions are unfavorable to Europeans in all seasons. A high rate of sickness must be expected among American troops operating in WEST AFRICA. Special measures are necessary to protect troops against malaria.

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3. DEFENSES OF DAKAR.

a. (1) DAKAR is strongly defended. In the vicinity of the city there are 20,000 troops, one-fourth of which are white. Elsewhere in French West Africa there are some 50,000 troops, comprising five divisions and an armored force. The latter is stationed near BAMAKO and consists of 5,000 men with about 200 tanks, all but seventeen of which are obsolete or obsolescent. The divisions are stationed as follows:

SENEGAL (Outside of DAKAR district)	1 Division
SUDAN and GUINEA	1½ Division
NIGER TERRITORY	1 Division
IVORY COAST	1 Division
DAHOMEY	1 Regiment
MAURITANIA	½ Division

Most of the troops are Senegalese, with white officers and noncommissioned officers.

(2) French organized ground troops in NORTH AFRICA, totaling 80,000, could provide additional units for the defense of DAKAR. The Axis powers could move armored units and other troops overland to reinforce the French. The movement and supply of all such forces would be extremely difficult.

b. There are some 24 seacoast guns on the CAPE VERDE PENINSULA; these vary from 138.6 mm to 380 mm. The 15-inch and 6-inch guns of the damaged battleship RICHELIEU supplement the coast defenses. Mobile artillery in the DAKAR area includes 18 75-mm and 16 47-mm antitank guns. The antiaircraft artillery includes 12 90-mm AA guns and some AA machine guns.

c. The air forces in the vicinity of DAKAR consist of four groups of Martin bombers (52 planes), 1½ groups of Curtiss fighters (39 planes) and one group of Navy bombers (13 planes) - total 104 planes. French air forces in NORTH AFRICA, consisting of eight bombardment groups of 13 planes each and 13 fighter groups of 26 planes each, can reinforce the air forces at DAKAR. In addition, it would be possible for the Axis powers to move strong air forces to DAKAR or to fields within range of that city. It is estimated that there is in the vicinity of DAKAR sufficient gasoline to operate 62 fighter and 62 bomber planes for ten days, each plane flying four hours per day.

d. (1) The Naval forces at DAKAR on July 21, 1941 comprised one battleship (capable of limited movement only), two light cruisers, seven destroyers, nine submarines and three gunboats. On the same date the Naval forces at CASABLANCA consisted of one battleship, two light cruisers, three destroyers, ten submarines, and five gunboats. Axis submarines in considerable numbers have been operating in the waters off WEST AFRICA.

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3. DEFENSES OF DAKAR (cont'd)

(2) Naval personnel at DAKAR consist of from 6,000 to 10,000 white men. These might be employed on shore.

4. ADVANCED BASE SITES.

A. GAMBIA, SIERRA LEONE, FRENCH GUIANA, PORTUGUESE GUINEA, LIBERIA and the CAPE VERDE ISLANDS offer possible advanced base sites for air and light Naval forces to support an attack on DAKAR. GAMBIA and SIERRA LEONE are British possessions, while LIBERIA is independent. With effective secrecy, preparatory measures and actual occupation of these sites without hostile opposition might be effected. The use of sites in other colonies mentioned would require preliminary operations prior to occupation. While they afford no particular advantages over GAMBIA and SIERRA LEONE, their seizure by force may be necessary to secure a proper dispersion of air fields for the air force that may be required.

B. GAMBIA is located about 100 miles south of DAKAR. There are secondary roads from the north bank of the Gambia River connecting with good roads in SENEGAL leading to DAKAR. With some construction of temporary docks, troops and equipment can be landed at a limited number of points on the north bank of the river in the dry season. There is a fair harbor at BATHURST for vessels drawing from 24 to 27 feet; only limited port facilities exist, but conditions are favorable for the discharge of vessels by lighters. Lighters from BATHURST could proceed up the Saloum River and discharge cargo at ZAOLACK in SENEGAL. There are two air fields near BATHURST and additional landing fields could probably be provided. There is a seaplane anchorage with mooring, beaching and minor repair facilities.

C. SIERRA LEONE. FREETOWN, the capital of Sierra Leone, is about 500 miles by air and by sea from DAKAR. There are no direct road connections. The harbor at FREETOWN provides safe anchorage for a large number of ships but port facilities are limited. There is a seaplane anchorage with good alighting area, slipway, mooring and beaching facilities. Nearby there is an all-weather airfield. Much of the soil in SIERRA LEONE is laterite, which provides a natural hard surface for runways, and it is believed that additional airfields could be constructed there in a reasonable time. The climate is markedly unhealthful.

D. LIBERIA. This country, lying about 700 miles south of DAKAR, has several temporary anchorages but no harbor sheltered from all winds. A large airfield is under construction at the Firestone Rubber Plantation about 36 miles southeast of MONROVIA and it has been reported that sites for additional airfields are available. It has also been reported that seaplane bases could be established.

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4. ADVANCED BASE SITES (Cont'd)

on Fisherman's Lake and on the river near MONROVIA. Communications throughout LIBERIA are poor or nonexistent.

5. Considerable information regarding FRENCH GUINEA, PORTUGUESE GUINEA and the CAPE VERDE ISLANDS is available in the War and Navy Departments.

III. ASSUMPTIONS.

1. That the local French forces will resist attack to the limit of their capabilities.

2. That the existing garrisons of ground troops in FRENCH WEST AFRICA will not be materially increased prior to our attack but that, unless effectively opposed, strong French and/or Axis ground troops may be moved overland to the DAKAR area within a reasonable time thereafter.

3. That the French air forces opposing our attack may consist of those now in the DAKAR area, reinforced by long range bombers from NORTH AFRICA; that the total of these air forces will not exceed 250 planes.

4. That important Axis air forces can be quickly brought to bear in the DAKAR area.

5. That French naval forces at DAKAR may be reinforced by additional French and/or Axis naval forces.

6. That the British government will permit our use of advanced air and naval bases in GAMBIA and SIERRA LEONE and will secretly provide and protect the necessary additional facilities there prior to our occupation.

7. That the Liberian government will permit our use of advanced air bases or staging fields in LIBERIA and will cooperate in the secret provision of facilities there prior to our occupation.

8. That the operations for the capture of DAKAR will be carried out during the dry season (December to May).

9. That the forces will proceed to the theater of operations with utmost secrecy as to their destination.

10. That our sea communications with DAKAR will be maintained.

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IV. CONCEPT OF OPERATIONS.

1. The concept of operations under this plan is as follows:

PHASE I. PREPARATION.

(1) The secret preparation and stocking of advanced bases for land and seaplanes in GAMBIA and SIERRA LEONE, and of a staging field in LIBERIA.

(2) The secret assembly of short and medium range planes in the vicinity of TAKORADI (GOLD COAST) and LAGOS (NIGERIA) in connection with present British ferrying operations.

(3) Training of the Joint Expeditionary Force in combined operations.

(4) The movement of units of the Joint Expeditionary Force to the CARIBBEAN for a period of acclimatization and continued joint training.

PHASE II. PRELIMINARY OPERATIONS.

(5) The dispatch of an advance force to WEST AFRICA and the simultaneous occupation of advanced bases by ground defense forces, and by pursuit, heavy bomber, and patrol planes, the latter two types being flown in from the CARIBBEAN.

(6) Operations by aircraft of the advanced force to gain control of the air, destroy the defenses of DAKAR, and interdict airfields and communications throughout FRENCH WEST AFRICA. To facilitate these operations it may be necessary to occupy and establish air forces at one or more of the following: BOLAMA, SAL Island (CAPE VERDES), and CONAKRY; but this is undesirable if sufficient air base facilities can be provided in GAMBIA and SIERRA LEONE.

PHASE III. THE ATTACK

(7) The movement of the main body of the Joint Expeditionary Force to WEST AFRICA.

(8) The capture of DAKAR by combined operations of air, land, and naval forces.

PHASE IV. CONSOLIDATION.

(9) Occupation by the Army of the portion of WEST AFRICA required to insure the defense of DAKAR, in conjunction with local naval defense forces.

(10) Establishment at DAKAR of the main base in WEST AFRICA, and the transfer thereto of units from advance bases as required.

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IV. CONCEPT OF OPERATIONS (cont'd)

PHASE IV. CONSOLIDATION (Cont'd)

(11) Transfer to the DAKAR area of troops required for the defense but not included in the advance

(12) Relief of units of the Joint Expeditionary Force not required for the Permanent Garrison, including naval vessels, aircraft, and ground forces especially trained in amphibious operations.

V. THE JOINT TASK.

1. Capture AND OCCUPY DAKAR IN ORDER TO SECURE IT FOR USE BY THE UNITED STATES IN THE DEFENSE OF THE WESTERN HEMISPHERE AND TO DENY IT TO THE AXIS POWERS.

VI. COORDINATION AND COMMAND.

1. The President will direct that the operations of Army and Navy forces concerned in this plan will be coordinated by the exercise of unity of command, as follows:

The Navy will exercise unity of command of the Joint Expeditionary Force (including advanced forces), both as concerns preparation and joint training, and as concerns operations to include the establishment of the Army Forces on shore in the main landing area. Thereafter, the Army will exercise unity of command of all operations of the Joint Expeditionary Force (including advanced forces).

2. Lieutenant General _____ and Vice Admiral _____ are designated as the commanders of the Joint Expeditionary Force during the period when the Army and the Navy, respectively, exercise unity of command.

3. The Joint Staff for the Joint Expeditionary Force will be constituted by the initial commander thereof from officers made available by the War and Navy Departments.

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VII. FORCES TO BE EMPLOYED

1. The following forces will be made available for the Joint Expeditionary Force:

a. Navy.

(1) Advance Force -

(a) 1 Aircraft carrier raiding group
(1 CV (80 planes), 2 CL, 4 DD)
144 Patrol Bombers
11-12 aircraft tenders

(b) Transports
Cargo vessels
Auxiliaries
1 Hospital ship
Plus a convoy escort from the forces shown in (2) following.

(c) 2 Marine Corps defense battalions, total strength - 1716.

(2) Main expedition -

(a) 4 Battleships
4 Heavy cruisers
8 Light cruisers
54 Destroyers
4 Aircraft carriers
12 Submarines
Transports (combat loading)
Transports (organization loading)
Cargo vessels
2 Hospital ships
Auxiliaries

(b) 238 Aircraft (carrier-borne)

(c) First Marine Division, strength - 11,365

b. Army.

(1) Advance Force -

6 Groups, Heavy Bombardment aviation
6 Squadrons, Long Range Reconnaissance aviation
5 Groups Pursuit (Interceptor)
1 Group Transport, aviation
Air Corps service, base and depot units
4 Antiaircraft artillery regiments
1 Infantry brigade

Total strength - ~~9,700~~ 12,400
Airplanes 737 operating
326 reserve
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VII. FORCES TO BE EMPLOYED (Cont'd).

(2) Main Expedition -

1 Reinforced Corps of
2 triangular divisions and
1 armored division

Total strength - 83,000

c. The above forces are subject to change to meet requirements as determined by the Commander of the Joint Expeditionary Force, after approval by the Chief of Staff or the Chief of Naval Operations, as appropriate.

2. Forces to constitute the Permanent Garrison of DAKAR, including local naval defense forces, will be determined and submitted by the Joint Planning Committee after a detailed joint examination of the problems involved.

3. The Navy is charged with the procurement and operation of sea transportation, boats, lighters, and debarkation equipment required for the Joint Expeditionary Force. The Army will make available to the Navy, on call, all landing boats and tank lighters in the hands of the Army and will turn over to the Navy such Army transports as can be spared from the service of maintaining other outlying Army Garrisons.

4. The Navy will supply data relative to the capacities of the transports and naval auxiliaries to be provided.

VIII. SUPPLIES.

1. Supplies Other Than Ammunition.

a. Sixty (60) days of supply other than ammunition will accompany the expedition. A level of ninety (90) days of supply will be accumulated promptly and maintained.

b. The Navy will provide rations for Army troops during overseas movements.

2. Ammunition.

Seven (7) times the mobilization allowance of ammunition for ground troops and ninety (90) days operation for air corps troops will accompany the expedition.

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JOINT PLAN FOR THE OCCUPATION OF DAKAR (Cont'd)

IX. TRAINING.

1. Major emphasis will be placed upon the joint training of units comprising the Joint Expeditionary Force. In order to season the troops for operations under tropical conditions, the Joint Expeditionary Force will be moved to the CARIBBEAN area for the conduct of its training.

X. PRELIMINARY MEASURES AT ADVANCED BASES.

1. a. In order to permit immediate operations of aircraft on arrival at advanced bases in GAMBIA and SIERRA LEONE, it is essential that additional airdromes, landing fields, and facilities be constructed at those places and that stocks of gasoline and ammunition be established in advance. In order to avoid disclosing our intentions, it is essential that this be accomplished by the British. Timely action toward this end will be taken by the War and Navy Departments through the proper British authorities.

b. The Joint Expeditionary Force Commander will determine and report to the War and Navy Departments detailed requirements of such construction as early as practicable.

XI. PLANS TO BE PREPARED.

1. Under the direction of the Navy Commander of the Joint Expeditionary Force, the following plans will be prepared:

a. Plan for joint training of the Joint Expeditionary Force.

b. The Operating Plans for the Joint Expeditionary Force (including advance forces) to include the establishment of the Army forces on shore in the main landing area.

c. Embarkation plans by Army, Navy and Marine Corps officials.

2. Under the direction of the Army Commander of the Joint Expeditionary Force, the following plans will be prepared:

a. The Operating Plans for the Joint Expeditionary Force (including advance forces) from the time the Army Forces are established on shore in the main landing area until DAKAR is captured.

b. The plans for the defense of DAKAR by the Joint Expeditionary Force to include the occupation of such parts of WEST AFRICA as are necessary for this purpose.

c. The plan for the transfer of advance force units to the DAKAR area from advanced bases in AFRICA/

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JOINT PLAN FOR THE OCCUPATION OF DAKAR (Cont'd)

XI. PLANS TO BE PREPARED (COnt'd).

3. Army and Navy authorities will prepare supply and support plans necessary for the maintenance of the Joint Expeditionary Force.

4. A plan for a Permanent Garrison for the defense of DAKAR will be submitted by the Joint Planning Committee at a later date.

XII. SHORT TITLE OF THIS PLAN.

1. The Army Short Title of this Joint Basic Plan is "J.B.P. - BLACK".

2. The Navy Short Title of this Joint Basic Plan is "WPL_____".

XIII. EXECUTION OF THE PLAN.

1. When so directed by the President, the Chief of Naval Operations and the Chief of Staff will order the execution of this plan. The appropriate dispatches for its execution, which will include authority to commit acts of war, will be as follows, addressed to holders of this plan:

For Army addressees: "Execute JBP-Black".

For Navy addressees: "Execute W.P.L.__".

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AAF/A-3
MMacC-ek

February 23, 1942

MEMORANDUM FOR THE A-1 DIVISION:

Subject: Air Corps Ground Services to Accompany the 99th Pursuit Squadron.

1. A list of services was requested in Memorandum from this division, dated January 31, 1942 to accompany the 99th Pursuit Squadron. The request contained in that Memorandum is rescinded and it is requested that the following services be activated to accompany the 99th Pursuit Squadron:

Unit	Strength Officers	Enlisted Men
99th Pursuit Sq. (I)	41	210
Attached Medical	(1)	(8)
* 1 Hq Sq Air Base Gp (Reduced)	9	110
Attached Medical	(1)	(8)
* 1 Materiel Sq (Reduced)	8	197
Attached Medical	(1)	(4)
* 1 Section (Operating), 319th Interceptor Con. Squadron (R)	2	85
* 1 Co. Eng. Avn. Sep. (to be supplied by AFCC	5	176
* 767th Ordnance Co. Air Base	5	60
* 1 Plat., 647th Ord. Co. Avn. Pur.	1	23
1 Communications Detachment	1	7

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Unit	Strength Officers	Enlisted Men
*1 Signal Reporting Co. AWS (Frontier) (less 1 platoon)	6	105
*1 Chemical Platoon, Airdrome	1	19
*1 Chemical Platoon, AF Service Center	1	17

* Units to be activated.

2. It is requested that this division be informed of the designation of the units listed above.

For the Chief of the Air Staff

H. S. VANDENBERG
Colonel, Air Corps
Assistant Chief of the Air Staff, A-3

Distribution:

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A-4
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A.100-1, LABOR UNITS
(Maj. Taylor's File)

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FM 100-15, Larger Units.

3 (con) A-WPD AAG 3/9

b. P. 119, L. 12: add "gasoline, shops, equipment and communication".

c. P. 120, L. 2-4: should be changed so that the defensive role played by the crews would be coordinated with the Air Base Defense units.

d. P. 122, L. 15-21: plans should be prepared and personnel assigned for decontaminating field, planes, personnel, and the equipment to be employed.

L. A. C.
Incls: n/c AC/A-WPD

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FM 100-15, Larger Units.

3 (con) A-WPD AAG 3/9

g. P. 102, L. 7: Does the Army have any lighter-than-air units at this time?

h. P. 103, L. 18-20: This statement is not understood.

i. P. 103, L. 26: should include "manufacturing facilities".

j. P. 104, L. 5: It should be brought out that the defense is not furnished by the air units themselves.

k. P. 108, L. 18: the range of hostile artilery should be considered.

l. P. 118, L. 7-11: consideration should be given to the probability and possibility of attack.

m. P. 118, L. 13: add "with forces furnished them."

n. P. 120, L. 30: add "consideration of the effect of smoke on the operation of our own airplanes".

o. P. 121, L. 1-8: the degree of bombproofing depends somewhat upon the availability of replacements.

p. P. 124, L. 12: This should be checked with the decisions recently made for new units being organized for the local defense of air bases.

3. Chapter 11: It is recommended that this chapter be rewritten because of the new defense units being organized.

4. Within Chapter 11 attention is called to the following:

a. P. 118, L. 22: add "anti-aircraft defense".

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FM 100-15, Larger Units.

2. Continued

ing an area which includes all vital installations and equipment of an air base and all adjacent terrain from which an enemy could render the base inoperative by direct small arms fire.

H.S.V.
C/A-3

Incls. n/c

AAF/A-WPD
CMT/jk

3 A-WPD AAG 3/9

1. It is believed that the subject field manuel will have to be rewritten in accordance with War Department Circular No. 59, dated March 2, 1942, subject: War Department Reorganization.

2. In addition to the general rewriting in conformance with Par. 1 above, the following comments are made on the text:

a. P. 100, L. 4-7: It is believed that mention should be made of the destruction of vital installations in the enemy's rear areas.

b. P. 100, L. 29: suggest elimination of the word "effectively".

c. P. 101, L. 5: change the words "will be" to "should be."

d. P. 101, L. 14: eliminate the phrase "within the United States".

e. P. 101, L. 19-25: There should be some discussion of bombardment and pursuit activities.

f. P. 101, L. 28: should include long range bomber attacks.

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AAF/A-3
FTE:hma

2. AAF/A-3 AWPD 3/3 Comments and recommendations on F.M. 100-15 follow:-

Page	Line	Comment
101	3 to 7	It is believed that paragraph 252 requires re-wording in light of current Army Air Force reorganization.
101	16	The words "Continental Air Forces" should be substituted for "Air Force Combat Command."
118	2	It is believed that the subject matter of Chapter XI is inclusive of more than local defense. It is recommended that the title be changed to "Defense of Air Bases."

General comment on Chapter XI:

The term "local defense" is used extensively in Chapter XI and just how much of an area is involved is subject to a variety of interpretations. Since this matter is closely related to the prospective organization of an Air Corps defensive organization, the size of the unit and the extent of the area it is supposed to defend should be related. It is suggested that "local defense" be defined as denotat-

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6. Meteorological data:

1. Temperature (average and extreme temperatures to be expected during various seasons):

2. Rainfall (extent and nature, also limits of wet and dry seasons):

3. Fogs(prevalence, when to be expected and usual duration in hours or days):

4. Wind (prevailing direction, force, type and seasons):

7. Topography:

1. Nature of country (mountainous, tableland, prairie, etc.):

2. Height and location of nearest mountains:

3. Size and location of nearest rivers:

8. Population (in immediate vicinity within 50 mile radius):

1. Race (i.e. Mexican, Indian, negro, Japanese):

2. Language spoken:

3. Probable attitude toward stranded individuals (i.e. tolerant, murderous, friendly, indifferent):

4. Prevalence of habitations:

Note: To be of any real value, a flying field must be at least 1500 feet square or at least have 1500 feet runways, 300 feet wide, running at right angles to each other. A field of this nature is classified as an emergency field. For major operations a flying field should be one mile square where possible. Obstructions near a field tend to very materially limit the useful landing area and should be avoided when possible.

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INFORMATION ON FLYING FIELDS

1. Name of Field (if any): (Owner of property):

2. Place:

3. Position:

a. (Give location with respect to nearest important place or point.)

b. Distance from nearest improved road:

c. Distance from nearest railroad:

d. Latitude:

e. Longitude:

f. Altitude above sea level:

g. Magnetic declination:

4. Description:

a. Size of field in feet: Number of acres:

b. Shape of field:

c. Draw actual sketch of field on back of this:

d. Purpose for which field is generally used:

e. Surface of field (i.e.,sodded, sand, clay,loam, etc.):

f. Gradient (i.e., level-or sloping):

5. Obstruction around and near field:

(Such as trees, buildings, telephone lines, etc. Giving height of obstruction, distance from flying field itself, also indicating obstructions in sketch on reverse side of this questionnaire.)

0986

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G-2
MWH

G-2/242-9

2/2/27

February 2, 1927.

MEMORANDUM FOR CHIEF OF AIR CORPS:

Subject: Air Corps Handbook for Special Plan Green.

Your memorandum of January 31 on the above subject, as interpreted by this office, submits the following questions:

1st. Whether the information recorded (on card system described in paragraph 2 of your memorandum) should at this time be transcribed and assembled in one document for presentation to the War Department, or whether it may be left in your files, kept up to date, and thus be ready for mimeograph and distribution should the occasion demand?

Answer: The directive to the Chief of Air Corps, in the premises, provides, in its pertinent portions, as follows:

> "Information notes * * * will be prepared and currently maintained on the subjects named, as follows:
>
> * * * *
>
> Elements Affecting the Employment of Aviation - office of the Chief of Air Service." (Appendix G-2, Par. 2 (a)) Underlining in this office.

It is apparent from the above that the directive contemplates that these Information Notes be kept up to date. A card system such as described in your memorandum would therefore be most appropriate for the preparation and maintenance of this data.

The directive further provides, in the same paragraph quoted from above, that

> "Arrangements will be made at the proper time for printing these documents in pocket size pamphlets for issue and distribution not later than M Day."

It will therefore not be necessary to transcribe the notes from the cards to a single document at the present time; in fact it will not be necessary until notification to that effect is given the Chief of Air Corps.

2/2/27

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2nd. Whether obtaining information called for in letter from the Chief of Air Corps, dated April 24, 1926, on the subject: "Information Pertaining to Air Service Activities with Respect to Special Plan Green", might not be facilitated by sending out questionnaires?

Answer: Some, if not much, of the information asked for in the letter mentioned above has already been furnished the Chief of Air Corps. Some of that information is now available in this office. The Military Attache in Mexico, who was instructed last May to obtain as much of the desired information as he could, may have some data already available that has not been forwarded. When all of this information that is now available to us has been determined, and deducted, so to speak, from that called for in the letter of April 24, 1926, mentioned above, then the remainder, that is, the information still lacking, might very appropriately be obtained by questionnaires.

Replying to the request contained in the last paragraph of your letter, asking for a copy of information being prepared by other branches on the type and temperement of inhabitants to be encountered in the different sections of Mexico, this office knows of no such study, in the absence of which it will be necessary to obtain this information in the same manner as indicated in the preceding paragraph.

For the A. C. of S., G-2:

DOUGLAS POTTS,
Lieut. Colonel, General Staff,
Chief, Latin American Section.

vm

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PRINTED MATTER

ARTMENT
OFFI[illegible]HIEF OF AIR SERVICE
WASHINGTON, D. C.
OFFICIAL BUSINESS

PENALTY FOR P
PAYMENT O

Airdromes - Mexico

S. P. Green

0989

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A I R W A Y S.

BROWNSVILLE -TAMPICO.

232 miles.

Maximum altitude 150 feet.

Landmarks. Gulf Coast Line, Laguna as shown on map. Mouth La Marina River. River very winding and is visible 30 miles north and south.

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A I R W A Y S.

TAMPICO- TUXPAN.

100 miles.

Sea level.

Emergency landings at most any oil field.

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A I R W A Y S.

BROWNSVILLE - VICTORIA.

168 miles.

Maximum altitude 1100 feet.

Main Landmarks- Brownsville- San Fernando Highway, and through Jimenez to Victoria.

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A I R W A Y S.

VICTORIA * TAMPICO.

120 miles.

Altitude 1500 feet.

Landmarks- Railroad, Tampico-Victoria.

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Mocho, Chih.

This station consists of one building on west side of railroad.

There is a landing place on east side of track and just south of station.

(Letter A.I.O., Ft. Bliss, 1-6-21)

0994

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LANDING FIELD.

Mesa, Chih.

There is a large level plane east of Mesa on any part of which landing can be made.

(Letter A.I.O. Ft.Bliss 1-6-21).

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LANDING FIELD.

Laguna, Chih.

There are numerous landing places al ng east bank of lake. From Laguna to Chihuahua City, planes can land almost any place.

(Letter. A.I.O.,Ft.Bliss,Tex.)
1-6-21.

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LANDING FIELD.

Ciudad Victoria, Tamps.

2½ miles Northeast of city. between railroad and Brownsville-Victoria road.
5000 acres maguey and henequin fields on north, west and south sides of field. Only field in vicinity of Ciudad Victoria

1800 X 2000 yds. Main axis E and W.
Altitude 1061 feet.
Sandy, clay some grass and low brush.
Fenced on north and south.
High mountains west of city.

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LANDING FIELD.

Padilla or Dolores, Chih.

Landing field at Dolores across Rio Purificacion.
In center of Hacienda buildings. Two story granary on south.
One story stone building on north, east and west.

Main axis east and west, 700 x 500 yds.
Gravel, cleared.
Altitude 472 feet.

Alternate field between hills and arroyo 800 x 900 yds.
Main axis east and west. Gravel, low brush. Some cactus and mesquite.

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LANDING FIELD.

Jimenez, Chih.

Field at southwest corner of town.
Between town and Arroyo Jimenez. South of a group of five white buildings.

Altitude 304 feet .

Fenced on north, west and south.
Main axis east and west 900 X 700 yds.
Main Victoria road crosses diagonally through center.
Small drainage ditch on east side of field.

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LANDING FIELD.

Sta Rosalia, Chih.

There is a fair sized landing field between the town and the river.

It is used by Mexican Aviators.

(Letter A.I.O. Ft.Bliss 1-6-21.)

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LANDING FIELD.

San Fernando, Tamps.

½ mile W. of town on bank of Rio Covalo in cultivated field 700 X 800 yds. Main axis N & S.

Altitude 180 feet. Bluffs 75 to 100 feet high, on N. & E. Trees on S. bank of river. Few on north side(60 to 80 ft).

Soil black silt. Flooded during storms and high water.

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LANDING FIELD.

Sta Teresa, Tamps.

Altitude 75 feet. 3/4 mi. S.W. of Hacienda.

1000 X 1000 yds.

600 Yds. west of road.
Hills on north and east. Good approach from west and south.

Sandy - some low brush.

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LANDING FIELD.

Tampico.

5 miles north of Tampico, on Buckley Ranch.

Between railroads. Tampico- Monterrey and Tampico-San Luis Potosi.

About 100 acres.

Grass- soil black silt. Apt to be very muddy in wet weather.

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LANDING FIELD.

Puerto Zerez, Tamps.

Landing on the beach 10 feet above high tide.

Sandy, No obstructions.

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LANDING FIELD.

Soto La Marina, Tamps.

Landing may be made along the beach.

Field 1½ miles N.E. of town, on river bank at foot of low hills.

Altitude 140 feet.

Two-way field. Main axis N. & S. 1200 X 400 yds.

Fenced on east side.

Gravel and rock, some black loam.

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LANDING FIELD.

Nuevo Laredo. Tamps.

Altitude above sea level,

Nearest gas station,

Nature and dimensions of field.

Flying time to -

Emergency fields along routes,
Gas and oil and water serviceing facilities.

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LANDING FIELD.

Monterrey, N.L. (See Sketch)

2 Kilos North of Monterrey.

1½ Kilos E. & W. X 3 Kilos N. & S.

Water abundant.

Vegetation, small brush. smooth earth, small stones.

Laredo N.R. on E.

Matamores on S.

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LANDING FIELD.

Saltillo, Coah. (See Sketch)

2½ K. north of Saltillo.

2 Kilo X 8 Kilo. N. N-W. File 2.324-1

Wall, S. W. Corner.
Level, covered with light growth of scattered mesquite.

Landing can be made at present.

Mex-Nat'l R.R. borders field on west.

Prevailing wind, N.W.

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LANDING FIELD.

Guadalupe, Zac. (See Sketch)

2 Kilo N. X 1½ Kilo.E & W.

Level, small stones.

Wind, unknown; water, unknown.

2½ K. So. of Guadalupe, Zac.

Mex.Cent. R.R. on West.

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LANDING FIELD.

Torreon, Coah.

(See Sketch)

1½ Mi. East of Torreon.

5/8 Kilo N. & S.

3 Kilo. W. & E.

Prevailing winds, N.E.

Mata 3/8 Kil . N.W.

Level-sandy, no stones, Veg. grass and small brush.

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LANDING FIELD.

San Luis Potosi, S.L.

1 K. North of San Luis Potosi.

1 Kilo E.& W. X 1½ Kilo N.& S.

Level smooth, small stones, maguey small brush.

Church N. - Mex.Central R.R. East.

Street-car line West.

Mululugia - San Luis R.R. South.

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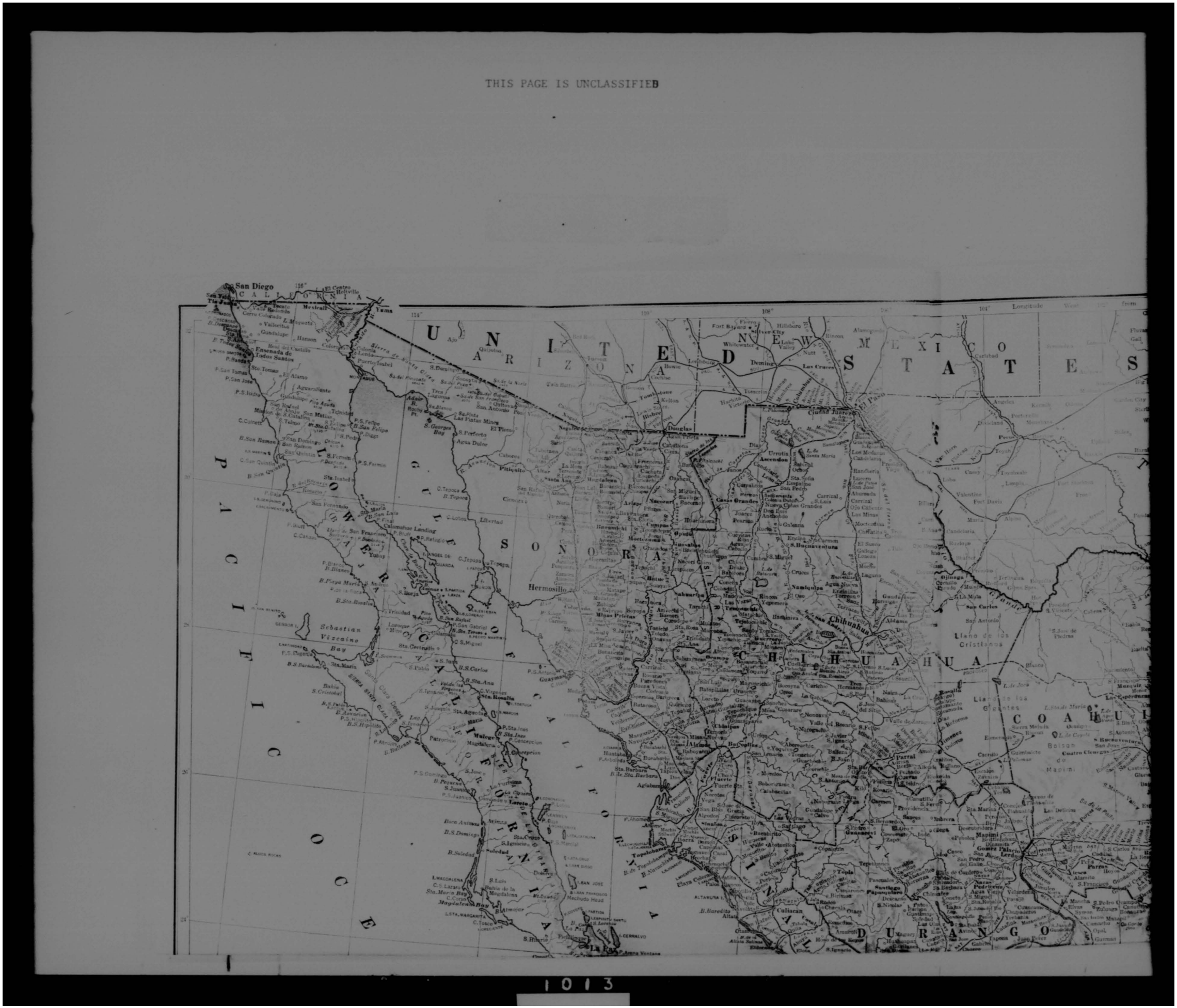
San Diego
CALIFORNIA
Mexicali
Yuma
El Centro
Holtville
Ensenada de Todos Santos
Sierra de Santa Clara
Adair B.
Rocky Pt.
S. Georges Bay
Pitiquito
Hermosillo
Sebastian Vizcaino Bay
Sierra Santa Clara
Desert
Libertad
Guaymas
Alamos
Douglas
Agua Prieta
Nogales
Fronteras
Cananea
Naco
Casas Grandes
Nacozari
Opodepe
Moctezuma
Arizpe
Bisbee
Tombstone
Benson
Tucson
Deming
Lordsburg
Silver City
Fort Bayard
Whitewater
Lake Valley
Las Cruces
Columbus
El Paso
Ciudad Juarez
Chihuahua
Ojinaga
Presidio
Marfa
Alpine
Marathon
Terlingua
Big Bend National Park
Boquillas
Del Rio
Eagle Pass
Piedras Negras
Nuevo Laredo
Laredo
Rio Grande City
Brownsville
Matamoros
Reynosa
Monterrey
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Parral
Hidalgo del Parral
Camargo
Jimenez
Delicias

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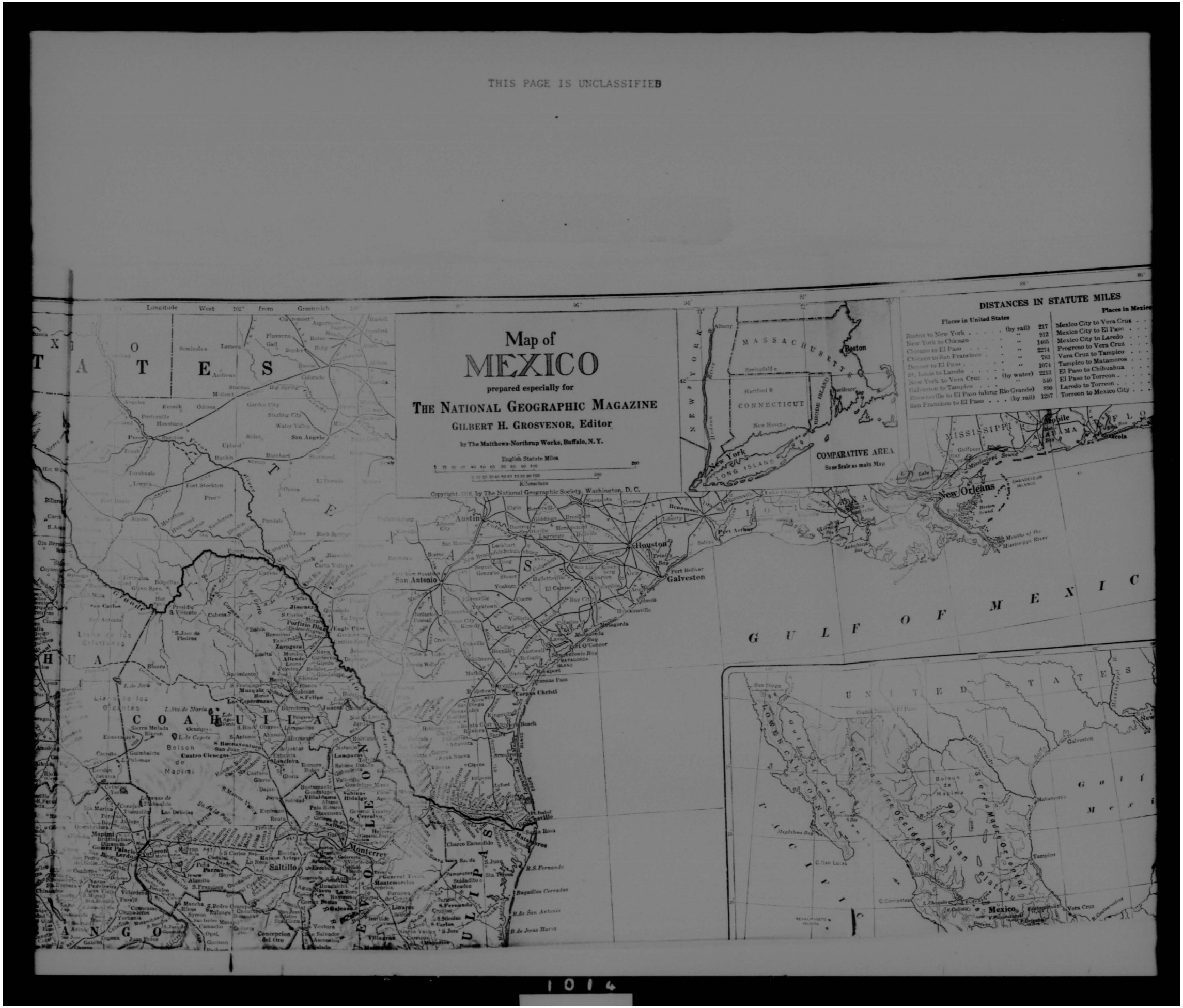

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Map of MEXICO

prepared especially for

THE NATIONAL GEOGRAPHIC MAGAZINE

GILBERT H. GROSVENOR, Editor

by The Matthews-Northrup Works, Buffalo, N. Y.

English Statute Miles

Kilometers

Copyright, 1916, by The National Geographic Society, Washington, D. C.

DISTANCES IN STATUTE MILES

Places in United States			Places in Mexico		
Boston to New York	(by rail)	217	Mexico City to Vera Cruz	(by rail)	264
New York to Chicago	"	912	Mexico City to El Paso	"	1225
Chicago to El Paso	"	1465	Mexico City to Laredo	"	801
Chicago to San Francisco	"	2274	Progreso to Vera Cruz	(by water)	465
Denver to El Paso	"	783	Vera Cruz to Tampico	"	275
St. Louis to Laredo	"	1074	Tampico to Matamoros	"	300
New York to Vera Cruz	(by water)	2213	El Paso to Chihuahua	(by rail)	226
Galveston to Tampico	"	540	El Paso to Torreon	"	517
Brownsville to El Paso (along Rio Grande)		890	Laredo to Torreon	"	411
San Francisco to El Paso	(by rail)	1287	Torreon to Mexico City	"	708

COMPARATIVE AREA

Same Scale as main Map

GULF OF MEXICO

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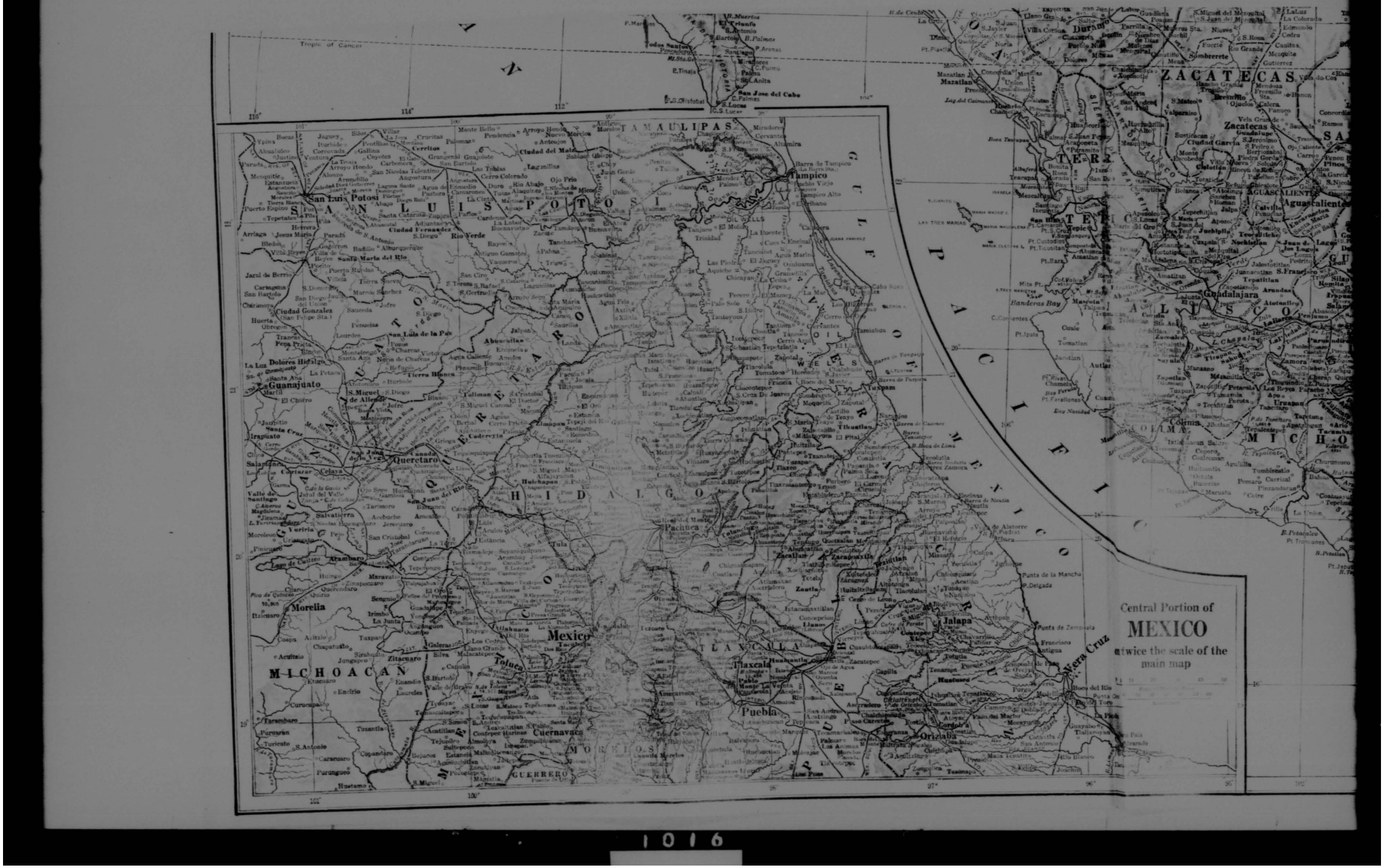

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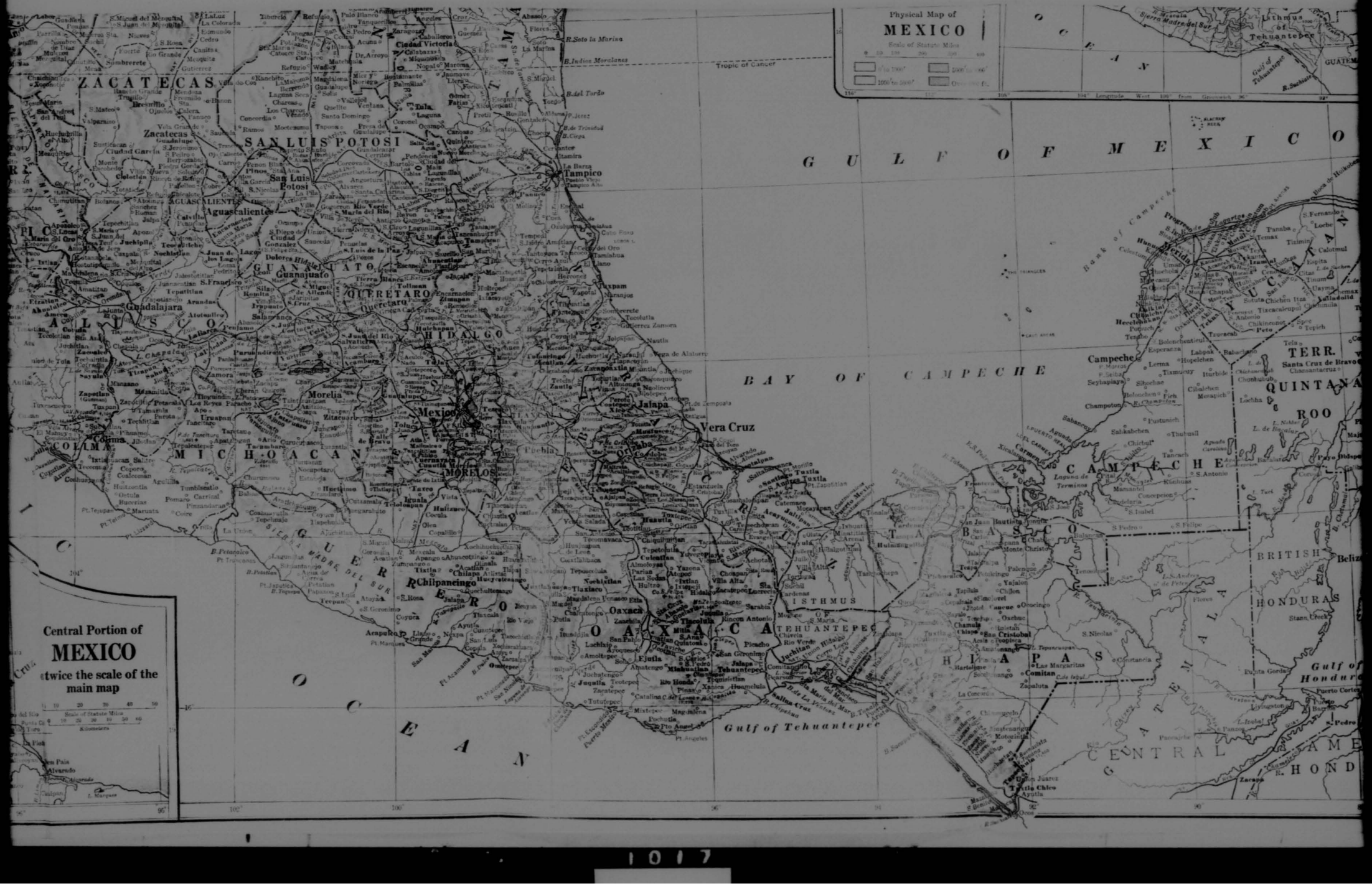

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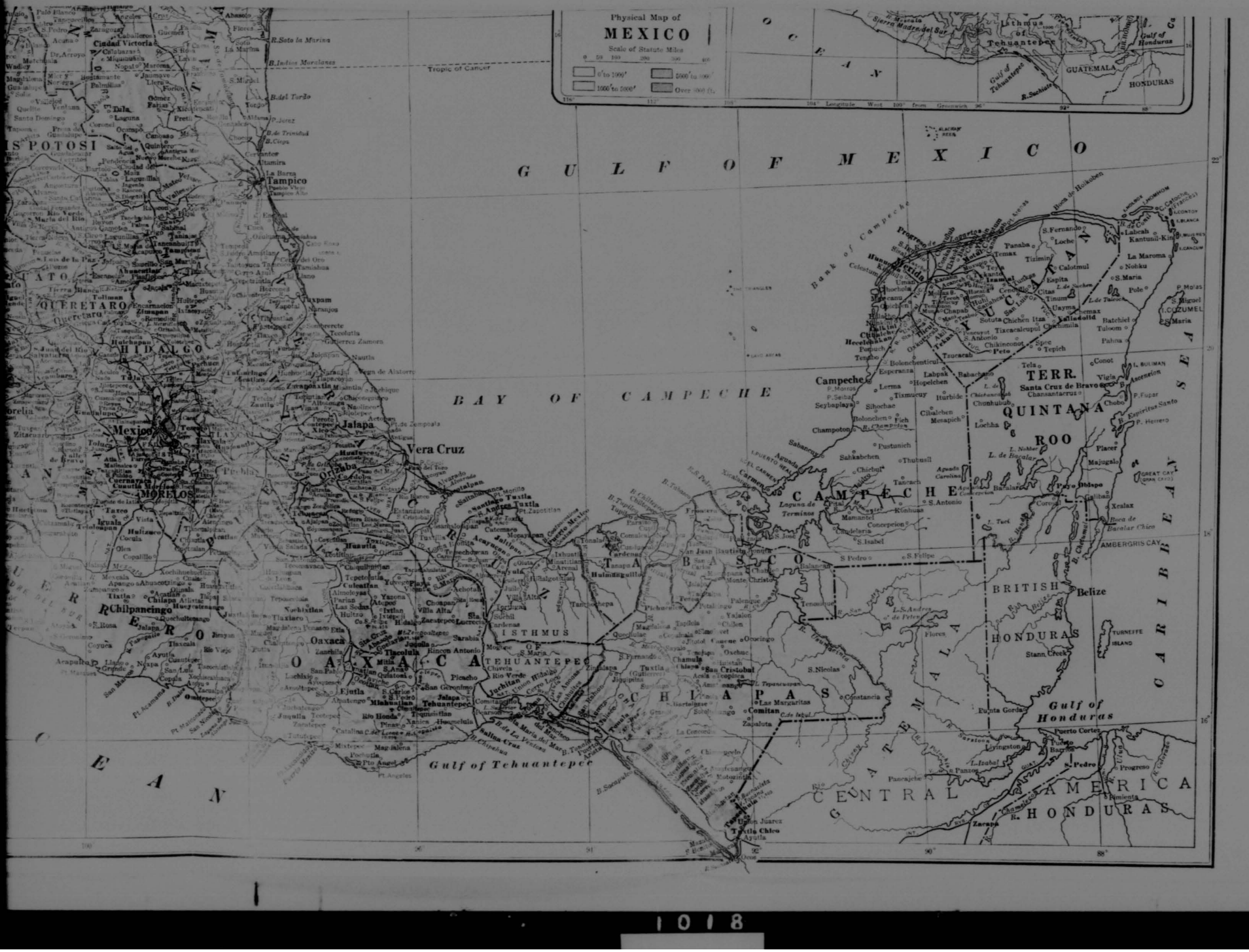

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SAFETY FILM ◆◆ KODAK

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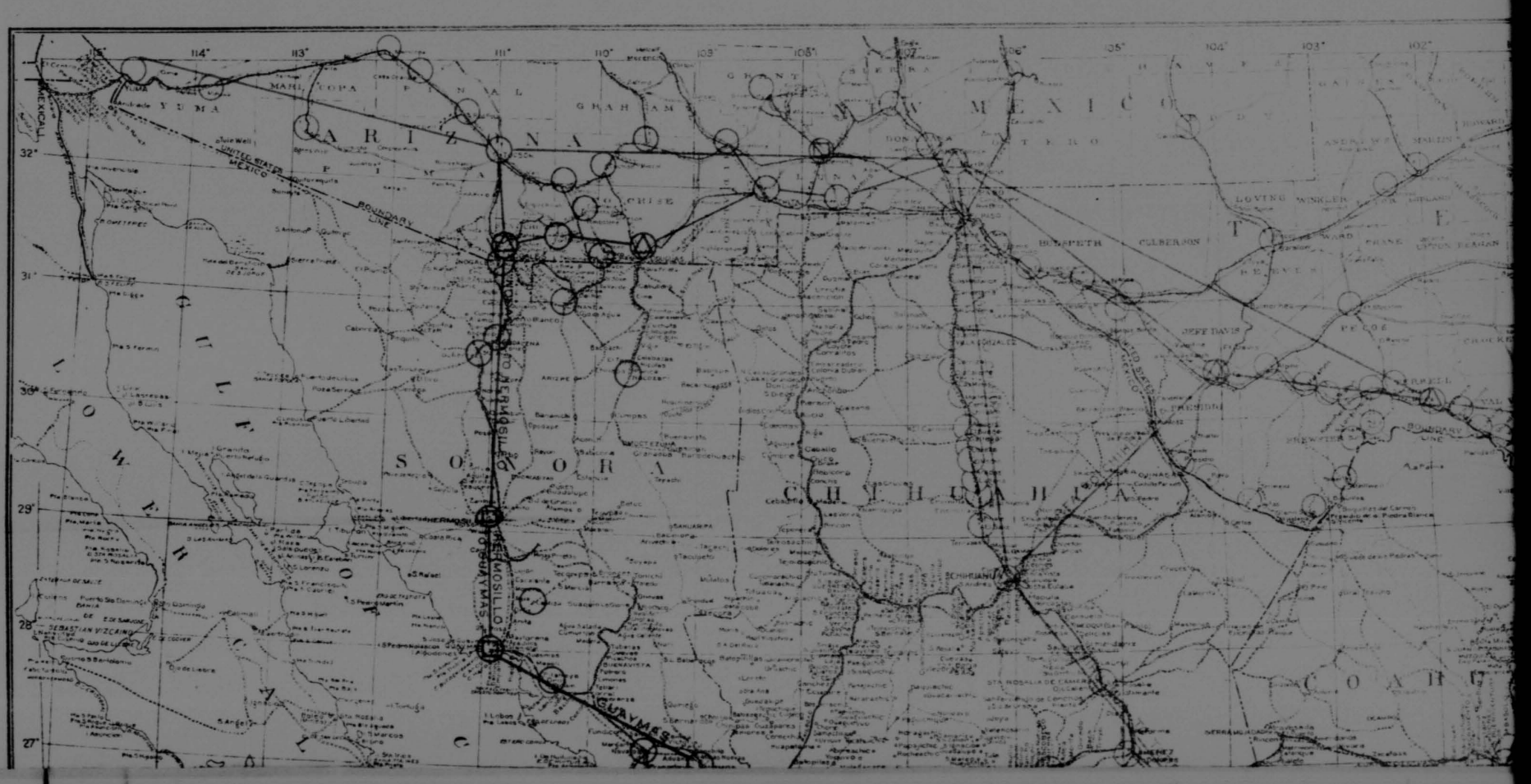

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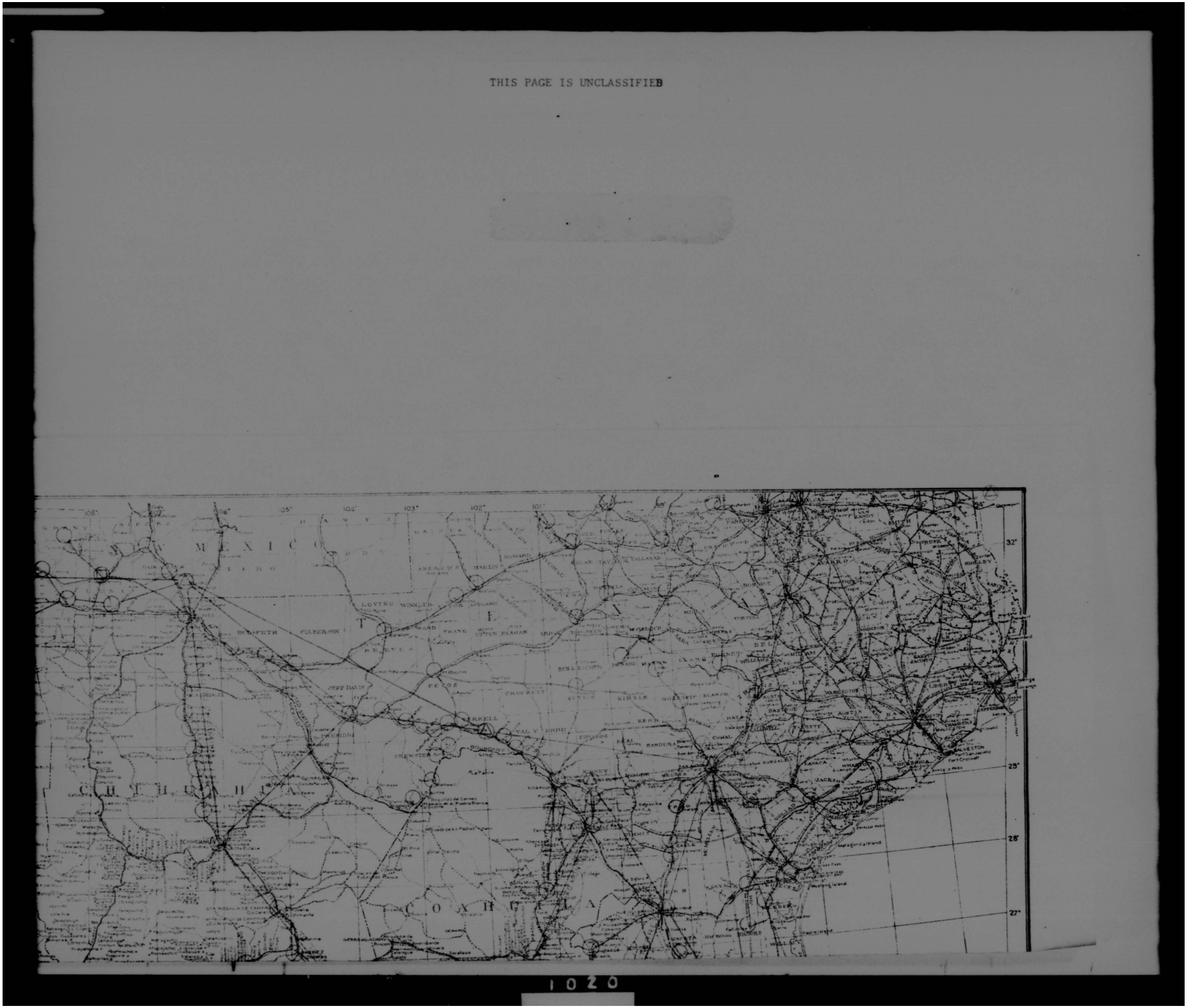

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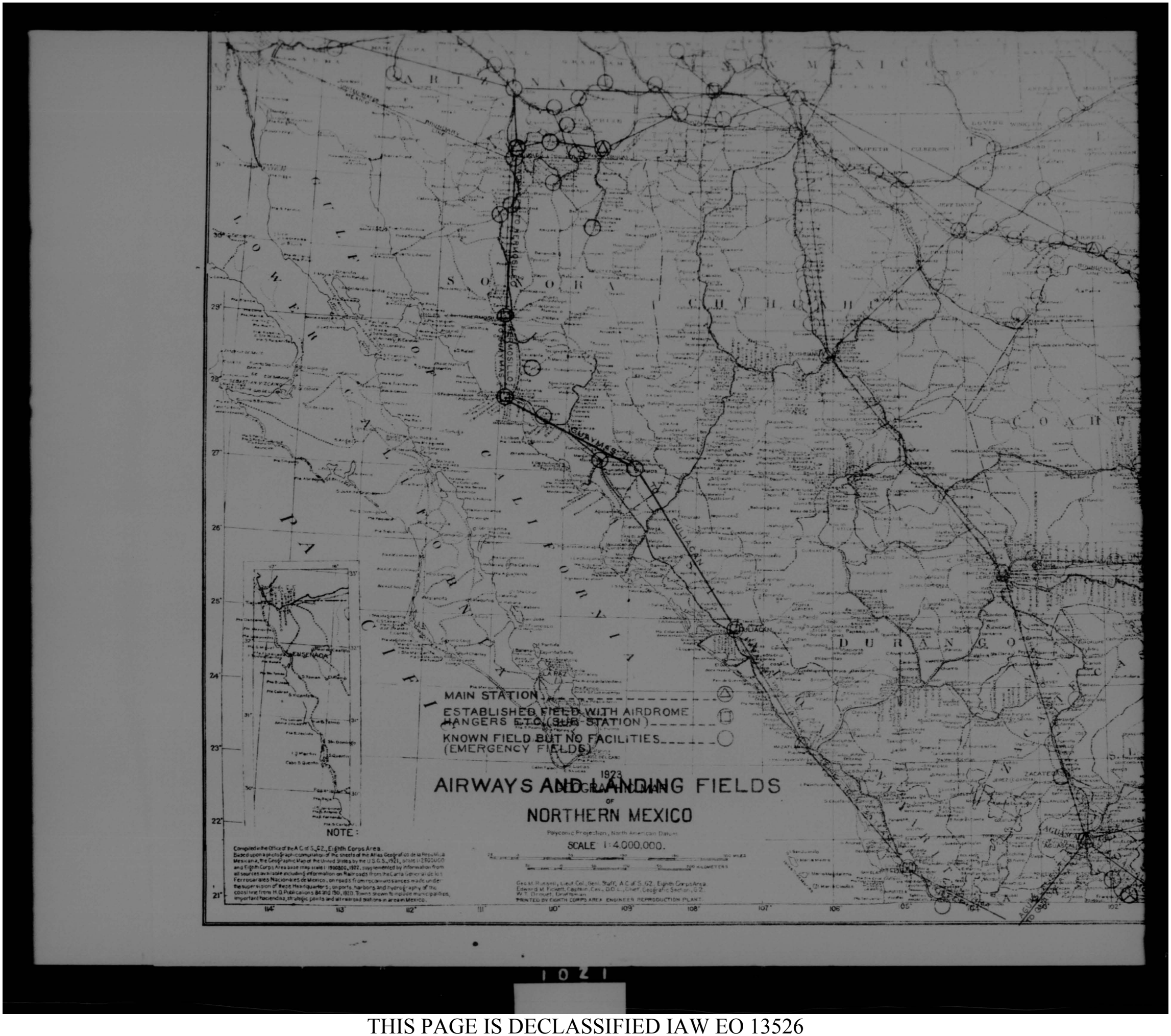

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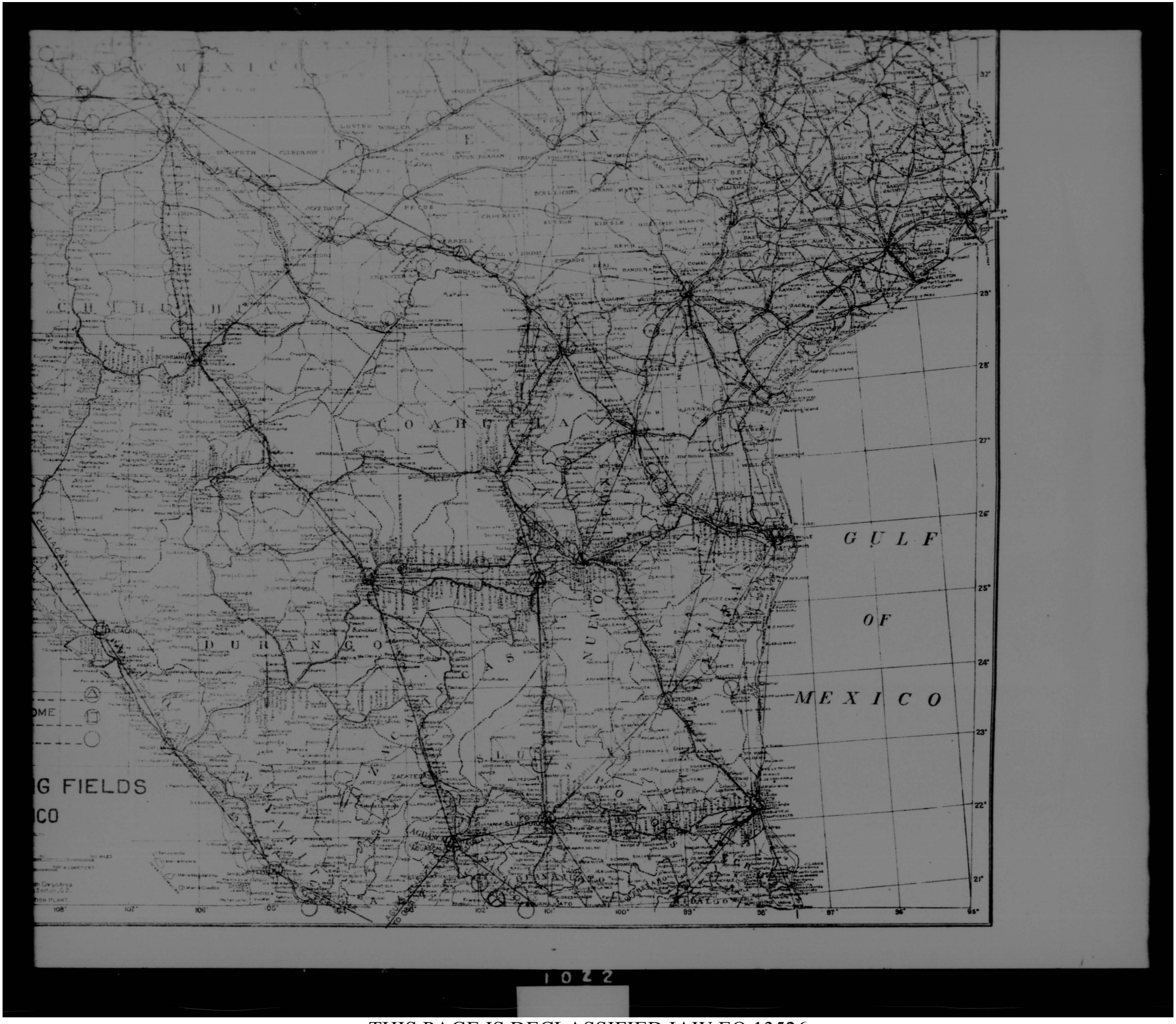

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D I S T A N C E S

NOGALES to		
	Hermosillo	160 miles
	Guaymas	240 "
HERMOSILLO to		
	Guaymas	80 "
EL PASO to		
	Guzman	75 "
	S. Buenaventura	160 "
	Chihuahua	225 "
CHIHUAHUA to		
	Santa Rosalia	90 "
	Satevo	50 "
	Parral	120 "
	Torreon	270 "
SANTA ROSALIA to		
	Torreon	180 "
EAGLE PASS to		
	Sabinas	80 "
	Monclovia	150 "
	Monterey	220
LAREDO to		
	Lampazos	70 "
	Monterey	150 "
McALLEN to		
	Monterey	130 "
BROWNSVILLE to		
	Monterrey	175 "
TAMPICO to		
	San Luis Potosi	200 "
VERA CRUZ to		
	Mexico City	200 "

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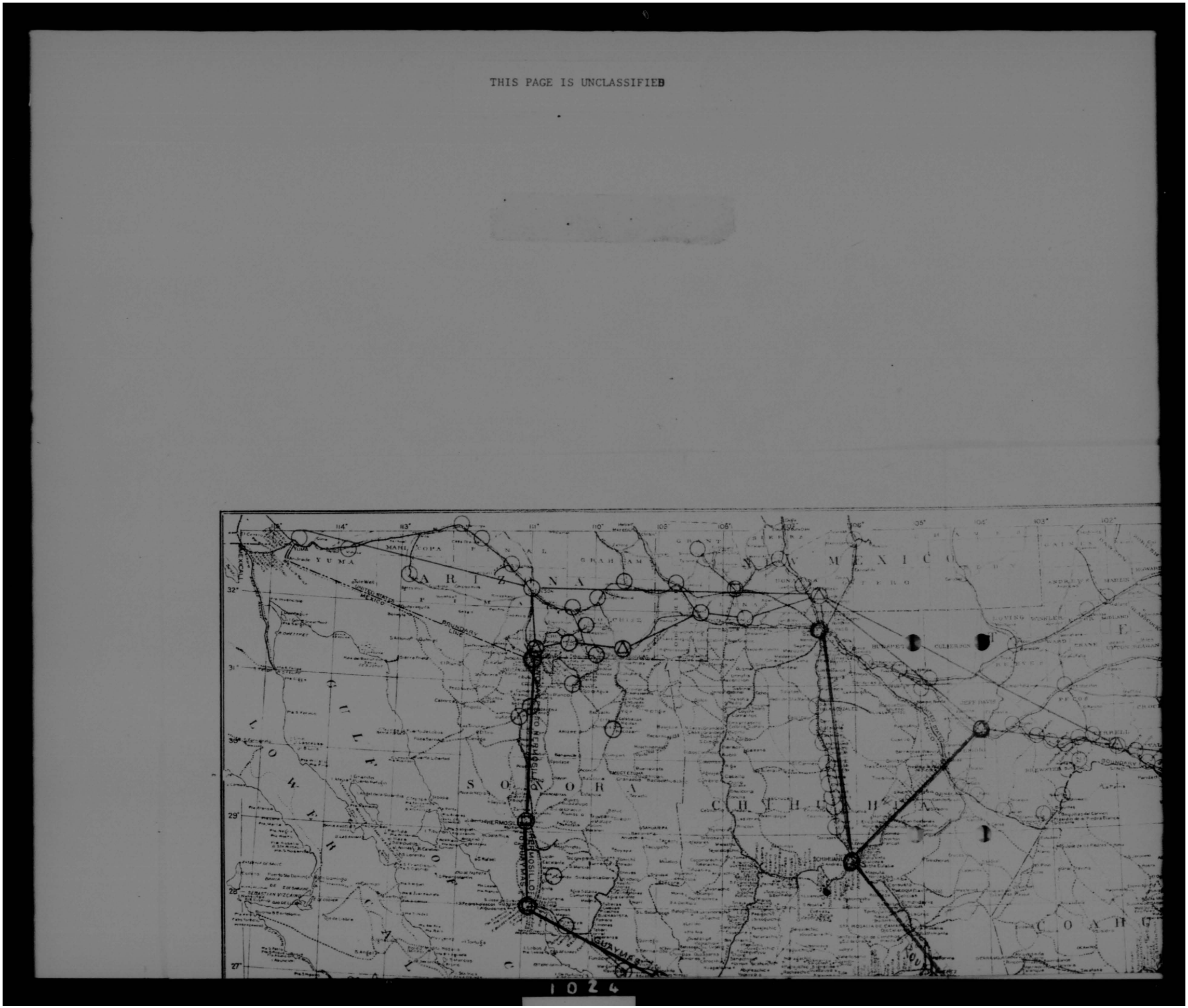

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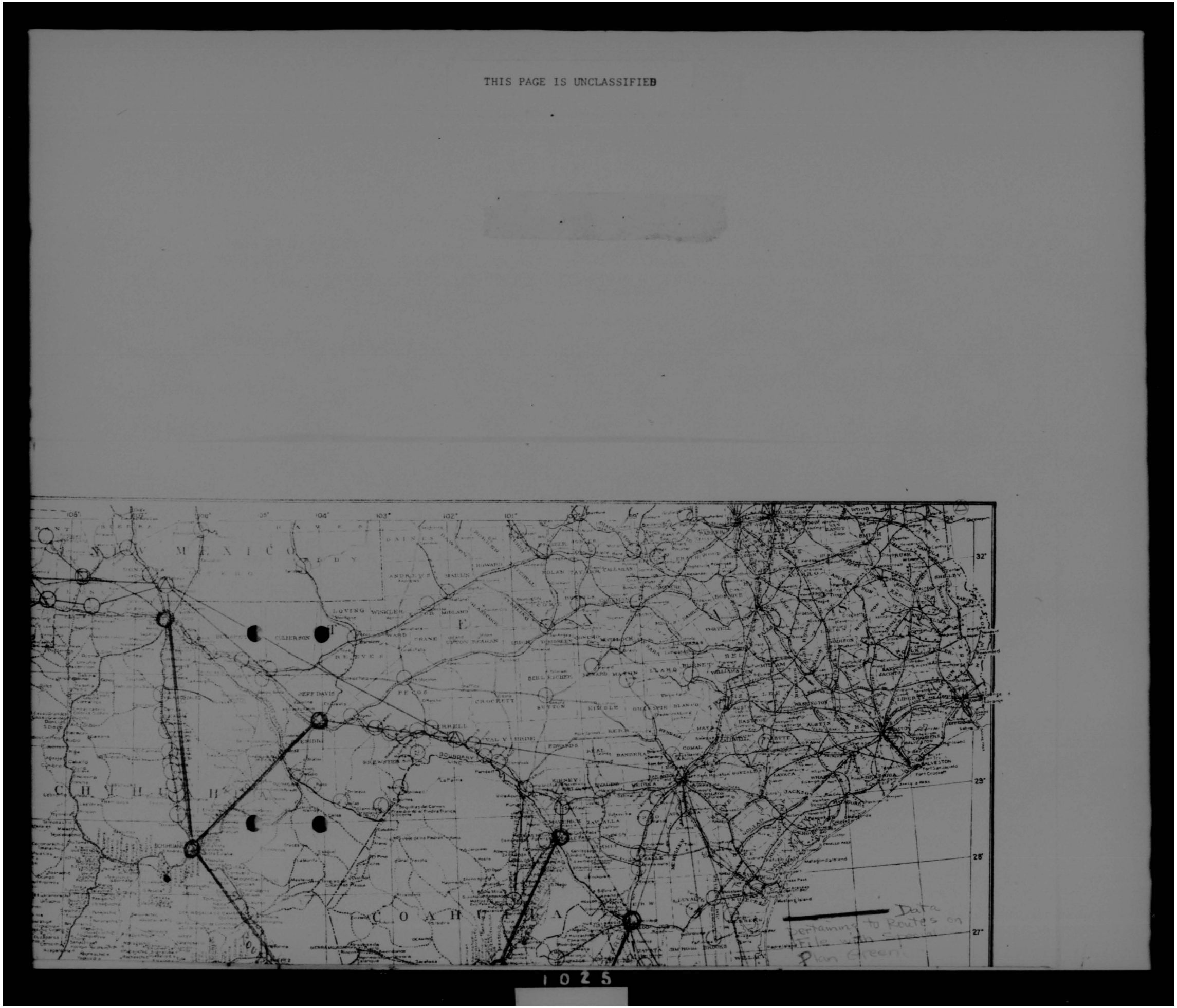

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MAIN STATION
ESTABLISHED FIELD WITH AIRDROME HANGERS ETC. (SUB-STATION)
KNOWN FIELD BUT NO FACILITIES (EMERGENCY FIELDS)
1923
AIRWAYS AND LANDING FIELDS
OF
NORTHERN MEXICO
Polyconic Projection, North American Datum
SCALE 1:4,000,000.
NOTE:
Compiled in the Office of the A.C. of S., G2., Eighth Corps Area.
Based upon a photographic compilation of the sheets of the Atlas Geografico de la Republica Mexicana, the Geographic Map of the United States by the U.S.G.S., 1921, scale 1:2500000 and Eighth Corps Area base map scale 1:1900800, 1922, supplemented by information from all sources available including information on Railroads from the Carta General de los Ferrocarriles Nacionales de Mexico, on roads from reconnaissances made under the supervision of these Headquarters; on ports, harbors, and hydrography of the coast line from H.O. Publications 84 and 190, 1910. Towns shown to include municipalities, important haciendas, strategic points and all railroad stations in area in Mexico.
Geo. M. Russell, Lieut. Col., Gen. Staff, A.C. of S. G2. Eighth Corps Area.
Edward M. Fickett, Captain, Cav., O.D.L., Chief, Geografic Section, G.2.
W.T. Drouet, Draftsman
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DURANGO
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TAMAULIPAS
SAN LUIS POTOSI
ZACATECAS
AGUASCALIENTES
JALISCO
NAYARIT
SINALOA
MAZATLAN
CULIACAN
LA PAZ
ENSENADA
MONTERREY
TORREON
SALTILLO
MONCLOVA
NUEVO LAREDO
MATAMOROS
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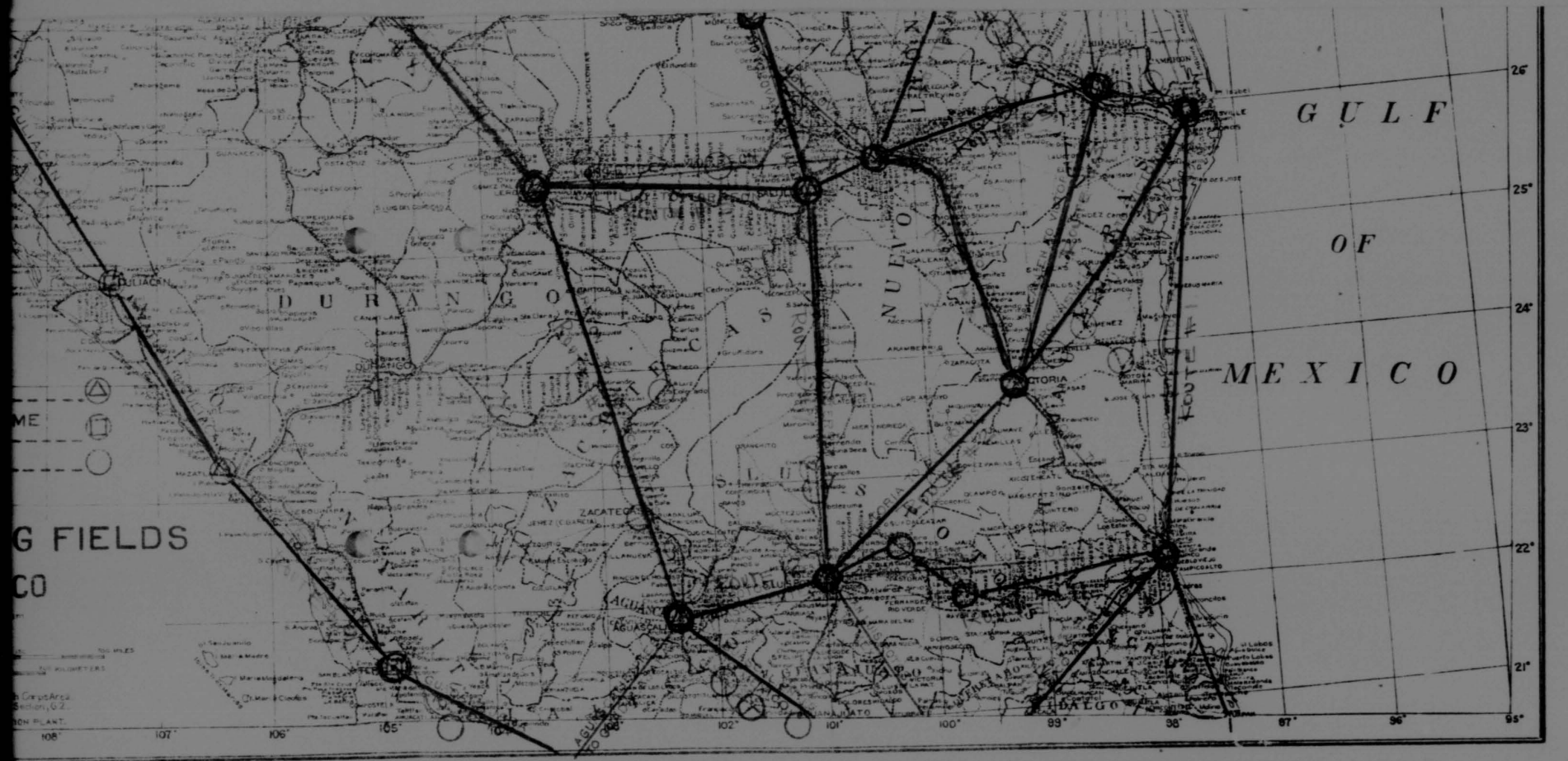

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G-2 Report 5700-B;

MEXICO
ECONOMIC

SUBJECT: Airplane Course, Alamo, on the Tuxpan River, to Mexico City, D.F.

1. From Alamo, course by compass 5 degrees west of South, up the river 40 miles to the forks, thence via south fork of river for about 50 mi. through a mountain range, varying from a thousand feet at the forks of the river to about eighty-five hundred feet at west end of range; here a large plateau is met at the Village of Apulco, which is the terminus of a narrow gauge railroad running south through the center of the mesa.

Landing Sites. In this mountain range referred to, landings are difficult due to the vertical formations of the terrain. When one is found large and steep enough to check the rolling, corn fields offer the only opportunity. By way of remark, planes of the J.L. Standard type have landed successfully in the roughest part of the Sierra Madres, as, near Zacualtipam.

The plateau referred to is ideal for landing in dry weather, especially grain fields, where the grain crop has been harvested,

2. Continuing the course 5 degrees west of South for about 20 miles, the city of Talancingo is soon to the left. At this point and while still on the course, some 15 miles west of Talancingo is a lava flow, of dark green color due to growing grass, noticeable in contrast to the rest of the mesa which is gray in color. The flow is some 500 feet higher up than the rest of the mesa and is at the base of the Pachuca Range, Sierra Madres.

Landings. Landings have been made in this lava flow which is ideal for planes of any size or speed. It should be approached from the East only due to the steep slope in that direction.

3. Continuing the course referred to above, across the Southeast point of the Pachuca Range, the same plateau is again entered, this portion being under maguey plant cultivation.

Landings. In this sector impossible, informant adds, without a "washout" of machine. However, occasional grain fields are met with.

About 35 miles from the Pachuca range is the last large hill, 9500 feet above sea level, met with before entering the Valley of Mexico.

Landings. On south slope of hill at about 8000 feet is a large clear field with steep slope to the south. No landings are known to have been made here but it is believed to be feasible for even fast landing ships.

T/C From: M.A. Mexico Report No.L 1328 Date; January 18, 1927.

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4. South of the hill mentioned, within several miles, are the Pyramids of the Sun and Moon, the only ones in this district, and which make excellent land-marks. Fifteen miles away, holding same course is Lake Texcoco, about 5 miles wide.

Landings. In the dry season, October to May, landings may be made on the lake shore and on the surrounding mud flats.

5. Still keeping to the same course (informant) and distant about 5 miles from the south shore of Lake Texcoco is Guadalupe Village, on the North-west side of a prominent hill, some 600 feet high. On the same course, one continues for about 5 miles further over level and open fields to the Mexican Military Aviation landing field at Valbuena. From a distance the hangars can easily be seen, while Mexico City lies West of the Military airdrome some 2 miles.

6. Informant adds that with a ship of 65-70 miles cruising speed per hour this trip would require about 4 hours of flying,

With good visibility a direct compass course can be set and three quarters of an hour saved. From the Otontepec range, Vera Cruz State, at 65-70 miles per hour, the distance can be covered in about three hours. Distances are approximate based on the air route

7. Map attached to two copies of this report showing approximate course

Source:

Confidential.

Edward Davis,
Lieut. Colonel, Cavalry
Military Attache

T/C From: M... Mexico Report No. 1328 Date: January 18, 1927.

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File _____

Data on Landing Fields in Mexico.

August 1

Chief of Air Service, Washington, D.C.

CONFIDENTIAL.

1. In compliance with instructions contained in letter from the Chief of Air Service dated March 10, 1924, subject as above, there is forwarded herewith all the data on landing fields in Mexico that has reached this office to date. Additional data will be forwarded upon receipt.

2. Data herewith pertains to landing fields at the following places:

San Luis Potosi, SL.P.
Torreon, Coah.
Guadalupe, Zac.
Saltillo, Coah.
Monterrey, N.L.
Nuevo Laredo, Tamps.
Soto La Marina, Tamps.
Puerto Merez, Tamps.
Tampico.
Sta Teresa, Tamps.
San Fernando, Tamps.
Sta Rosalia, Chih.
Jimenez, Chih.
Padilla or Dolores, Chih.
Ciudad Victoria, Tamps.
Laguna, Chih.
Mesa, Chih.
Pacho, Chih.

and of the following air routes:
Brownwood- Tampico
Tampico- Tuxpan.
Brownsville-Victoria.
Victoria- Tampico.

C.C.Culver,
Air Officer.

22 Incls.
(in dup)
& 1 map- Mex.Airways.

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2537-128

G-2 Report 6180-c

MEXICO
COMBAT

SUBJECT: Distribution of Troops: Active operations of Mexican Army Airplane Units against rebels.

1. In connection with the Federal Government's efforts to control the rebellion in the various States of the Republic, Mexican Aviation Air Units have been located at the following places:-

Place	No. Planes and Type	Commander
COLIMA, Colima	3 Anahuac	Unknown
AGUASCALIENTES, Ags.	(4 Anahuac (1 DeHavilland-4	Major Lezama
OCOTLAN, Jalisco	3 Anahuac	Major Proal
YURECUARO, Mich.	(3 Anahuac (1 DeHavilland-4	Major Sidar
ORTIZ,) Son. GUAYMAS,)	(4 Douglas Obs. (10-12 Anahuac	Lt. Col. Rojas & Major Fierro.

In addition, there are at Valbuena Flying Field the following: One Farman and one Anahuac, both out of commission, and 4 or 5 Anahuac planes, in the course of reconstruction.

2. In general, the planes in COLIMA, AGUASCALIENTES, JALISCO and MICHOACAN have performed reconnaissance duty, dropped messages to troop columns and headquarters, disseminated propaganda in the smaller country villages and have assisted the punitive columns on several occasions with machine gun fire. The same services have been rendered by the units in Sonora; in addition, some appear to have directed mountain artillery fire against several of the Yaqui strongholds.

SOURCES: Confidential
Press
Mex. A.S. MAGAZINE.

Edward Davis,
Lieut. Colonel Cavalry,
Military Attache.

From: M.A. Mexico Report No. 1543 May 27, 1927.

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DEPARTMENT OF COMMERCE
AERONAUTICS BRANCH
INFORMATION DIVISION
WASHINGTON, D. C.

INFORMATION ON AIRCRAFT LANDING FACILITY

No. STATE SERIES

City and State [illegible], El Paso, Tex.
Name of field [illegible] Field
CLASS:
Commercial ... Municipal ... Emergency ...
Owner (with address)
Operated by (with address) [illegible]
Caretaker (name and address) Sgt. Alfred A. [illegible], [illegible] Field, [illegible], Tex.
POSITION:
Latitude 31° 12' Longitude 106° 20' Altitude above sea level [illegible] feet
Distance and direction from nearest post office [illegible]

Magnetic variation 10° 30' east
DESCRIPTION:
Size approx. 1/2 mile square Acres [illegible] Shape square
Surface (nature) Sandy Gradient Flat
Drainage [illegible]
Runways (number, length and width, construction, gradient) [illegible]
Marking of runways [illegible]
OBSTRUCTIONS (location of wires, lines, radio towers, mooring mast; etc.):
Marking of obstructions [illegible]

MARKING AND IDENTIFICATION:
Standard 100 foot white circle with four-foot band In course of construction
Name painted on hangar or imbedded in field No
Other marking on shed roofs No
Field boundary lights No
Flashing beacon or blinker lights and location No
Radio towers and location No [illegible]
Wind direction indicator Yes

11—250

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ACCOMMODATIONS:

Personnel for servicing and maintenance of planes
Landing fee and storage rates
Number, size, and type construction of hangars
Overhead clearance
Airship mooring mast
Repair facilities
Spare parts
Specification fuel and oil
Guard for protection of property
Fire apparatus
Quarters for visiting airmen
Meals
Transportation to city
First aid

COMMUNICATION AND SIGNAL EQUIPMENT:

Telephone
Telegraph
Radio — Call letters
Radius of receiving set
Radius of transmitting set
Other

METEOROLOGICAL DATA:

Equipment available — Prevailing winds
Nearest weather bureau
Weather map and meteorological data display board
Radio stations operated with daily

REMARKS:

REPORTED (date) Oct. 11, 1937 By

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TEXT

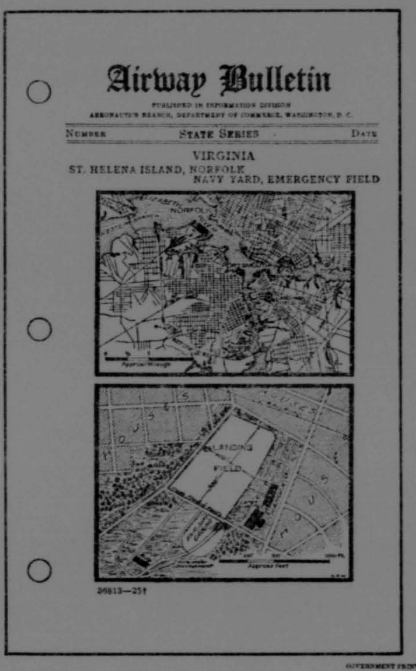
The foregoing forms are to assist in describing airports and intermediate aircraft landing facilities. All possible information is desired and COMPLETE data should be given under the various headings or elsewhere.

SKETCHES

1. Drawing to scale should be furnished in the upper blank box showing the location of the field, nearest towns, railroads, rivers, and other physical characteristics. This may be traced from local maps.

2. In the lower box should be a scale drawing of the field itself, with its immediate surroundings, including roads, railroads, pole lines, ditches, fences, and other pertinent characteristics. Buildings, prevailing wind, and best runway should also be indicated.

Below is a reduced facsimile bulletin which illustrates information requirements. These bulletins are distributed free of cost. The State summary series contains data on all reported landing fields, by States.



Airway Bulletin

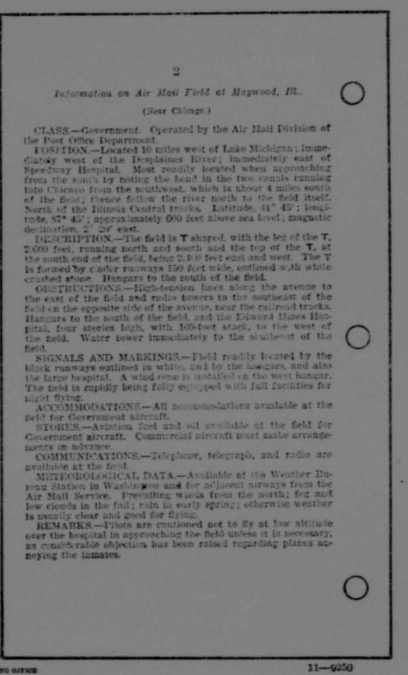
PUBLISHED BY INFORMATION DIVISION
AERONAUTICS BRANCH, DEPARTMENT OF COMMERCE, WASHINGTON, D. C.

NUMBER — STATE SERIES — DATE

VIRGINIA

ST. HELENA ISLAND, NORFOLK
NAVY YARD, EMERGENCY FIELD

26813—25†



2

Information on Air Mail Field at Maywood, Ill.

(Clear Chicago.)

CLASS.—Government. Operated by the Air Mail Division of the Post Office Department.

POSITION.—Located 10 miles west of Lake Michigan; immediately west of the Desplaines River; immediately east of Speedway Hospital. Most readily located when approaching from the south by noting the bend in the two canals running into Chicago from the southwest, which is about 4 miles south of the field; thence follow the river north to the field itself. North of the Illinois Central tracks. Latitude, 41° 45'; longitude, 87° 45'; approximately 600 feet above sea level; magnetic declination, 2° 30' east.

DESCRIPTION.—The field is T shaped, with the leg of the T, 2,000 feet, running north and south and the top of the T, at the south end of the field, being 2,400 feet east and west. The T is formed by cinder runways 150 feet wide, outlined with white crushed stone. Hangars to the south of the field.

OBSTRUCTIONS.—High-tension lines along the avenue to the east of the field and radio towers to the southeast of the field on the opposite side of the avenue, near the railroad tracks. Hangars to the south of the field, and the Edward Hines Hospital, four stories high, with 160-foot stack, to the west of the field. Water tower immediately to the southeast of the field.

SIGNALS AND MARKINGS.—Field readily located by the black runways outlined in white, and by the hangars, and also the large hospital. A wind cone is installed on the west hangar. The field is rapidly being fully equipped with full facilities for night flying.

ACCOMMODATIONS.—All accommodations available at the field for Government aircraft.

STORES.—Aviation fuel and oil available at the field for Government aircraft. Commercial aircraft must make arrangements in advance.

COMMUNICATIONS.—Telephone, telegraph, and radio are available at the field.

METEOROLOGICAL DATA.—Available at the Weather Bureau Station in Washington and for adjacent airways from the Air Mail Service. Prevailing winds from the north; fog and low clouds in the fall; rain in early spring; otherwise weather is usually clear and good for flying.

REMARKS.—Pilots are cautioned not to fly at low altitude over the hospital in approaching the field unless it is necessary, as considerable objection has been raised regarding planes annoying the inmates.

GOVERNMENT PRINTING OFFICE

11—6250

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FOLDER NO. 12
SYNOPSIS OF COLOR PLAN GREEN

File No.
140-81-104
14 Nov. 1941

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TO THE ARCHIVES
OF THE AAF
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3605-9
MICROFILMED

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Subject: Mexican Color Plans

AAF/AS
AWV/cmc

1.	AAF C/AS	AAF Air War Plans	1941 11-14	General Arnold desires a synopsis of the Mexican color plans.

A.W.V.,
Secretary, Air Staff

AAF/A-WPD
CMT-hlg

2.	AAF A-WPD	AAF C/AS	1941 11/18	Herewith the synopsis of Mexican Color Plans requested in Item 1 above.

1. The following plans affect Mexico:

a. W. D. Operations Plan Green 1940
b. W. D. Concentration Plan Green 1940 Revised
c. W. D. Concentration Table Green Annex II
d. A-WPD/1
e. A-WPD/2

2. W. D. Operations Plan Green 1940 is an out of date plan for offensive action against Mexico using the air units in support of ground troops. This plan was issued before the present state of emergency was declared by the President to exist. In this Plan, the air units are referred to as the GHQ Air Forces. Reference is made to mobilization of National Guard Air Units. There is, of course, no recognition of the four Air Forces or Interceptor and Bomber Commands. The Aircraft Warning Service is placed under the control of the Corps Area Commanders for precautionary measures until D-Day and then under the control of the Commanding Generals of the Third and Fourth Armies.

3. A-WPD/1, Munitions Requirements of the Army Air Forces, calls for one Bombardment Group (Heavy) to be based at Acapulco, Mexico. This Group consists of 4 Combat Squadrons, 1 Operational Training Unit Squadron and 1 Headquarters Squadron. The

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2.	AAF A-WPD	AAF C/AS	1941 11/18	airplanes allotted are 68 plus a 25% reserve of 17 or a total of 85 planes with a monthly replacement of 2. This Group, in conjunction with a Group at Lima and others in the Caribbean Area, support the 2 Groups in the Panama Canal Zone in the defense of the Panama Canal.

4. A-WPD/2, Release of Airplanes and Related Equipment for Defense Aid, substitutes a Medium Bombardment Group for the Heavy Bombardment Group called for in A-WPD/1 with the notation that the Medium Group is not now available.

5. Mexico is referred to in W. D. Operation Plan Rainbow No. 5, 1941 as follows:

"General Assumptions:

That Latin American Republics will take measures to control subversive elements, but will remain in a non-belligerent status unless subjected to direct attack; the territorial waters and land bases of these Republics may be available for use by the United States forces for purposes of Hemisphere Defense."

6. There is available a document entitled, "Notes on Special Conditions to be Found in Mexico Affecting Employment of Aviation," prepared by the Intelligence Division, Office, Chief of the Air Corps which was required by W. D. Operations Plan Green 1940. Besides stating the missions for offensive action, it furnishes a good intelligence report on Mexico as affecting aviation activities.

H. L. G.
C/A-WPD

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Synopsis of Mexican Color Plans.

I. Data Available

1. There is in existence the following plans affecting Mexico

a. W.D. Operations Plan Green 1940

b. W.D. Concentration Plan Green 1940

c. W.D. Concentration Tables Green Army II

d. AWPD - 1

e. AWPD - 2

2. There is no mention of Mexico in the Rainbow Plans.

3. There is available "Motors & Special Conditions To Be Found in Mexico Affecting Employment of Aviation" prepared in Intelligence Division, Office of Chief of Air Corps

II W.D. Operations Plan.

1. This plan has three phases to be carried out singly, successively or simultaneously as directed by the President.

a. 1st Phase - Defensive. Reinforcement of border, interception of munitions for Mexico, and protection of our nationals at seaports by our Navy.

b. 2nd Phase. - Continuance of defense of ~~Texas~~ border and occupation of Mexican seaports.

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Copies needed

2

c 3d Phase - Continuation of phase 1 & 2 and initiation of partial or general occupation of Mexican territory.

2. Reference is made to the GHQ Air Force which is to support the Third & Fourth Armies in carrying out Phase 1 & 2 along the border and to be prepared to support Task Forces No. 1, 2, 3, 4 engaged in the occupation of seaports. On phase 3 the GHQ Air Force is to support the First, Third and Fourth Armies as in following action.

via Eng Tampico Acapulco Mogatlan and Manzanillo

a Third Army - advance from Eagle Pass - Laredo - Brownsville area via Monterrey area & capture San Luis Potosi, Aguascalientes, Irapuato and Queretaro; and from El Paso on Torreon

b Fourth Army - advance from Acapulco on Mexico City.

c First Army - advance from Vera Cruz via Jalapa and capture Mexico City; and advance from Tampico to Valles and to Mexico City.

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3. Command.

Elements of GHQ Air Forces assigned to Task Forces No 1, 2, 3, 4 to remain under Command of CG GHQ Air Force until WD order directing concentration of Task Forces for passage of command.

4. A.W.S.

The AWS adjacent to Southern Land frontier of England + North Ireland Coast Areas. The protection planning for and operation of which is the responsibility of CG 3rd + 4th Armies will pass to control of CGs 8th + 9th Corps areas when precautionary measures are put into effect. It will remain for CGs 3rd + 4th Armies when M day for this plan is announced.

5. Preparation of Plans by CG GHQ Air Force
a Preparation of Concentration Plans for GHQ Air Force units.

6. Precautionary Measures prior to M day –
Be prepared to

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Annex To
Concentration to Obj
and Annex to Int Plan

4.

a Provide close in air defense for vital areas & establishments in the 8th & 9th Corps Area Exped Air Command.

b Provide direct support to ground forces in defense of the Southern Land Frontier.

7. Additional measures to be taken after M-Day
Suspend to
a same as a above
b - - b -
c Concentrate the units of GHQ Air Force (Items 1, 5, 6, 7 & 11)

8 - Chief of A.C.
Survey of probable photographic requirements for initial & mapping purposes.
Implements to be available for mapping photography prescribed during precautionary period.

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5

9. Air Units —

Precautionary Measures prior to M-day

8th Corps Area Supreme S. of F.

22d Observ Sq.

15th " "

18th Recon Sq (MR) (less 1 flt, at)

Flt C 12th Observ Sq

9th C A.

82d Observ Sq

3d Bkn Sq

Task Force 1

Det Weath Sq.

Base Hq + 2d Air Base Sq.

1st Rad Int Co.

Det. 9 Comm Sq.

97th Observ Sq.

Hq + Hq Sq 9th Bomb Gp.

17th Pur Sq (Int-SE)

1st Bomb Sq (M) less 1 flt.

Flight A 1st Photo Sq.

Task Force 2

Base Hq + 3d Air Base Sq

3d Observ Sq.

27th Pur Sq (Int) less 1 flt.

5th Bomb Sq (M) less 1 flt

Hq + Hq Sq 1st Pur Gp.

Weath + Comm

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6

Task Force 3
Base Hq + 9th Air Base Sq (less det)
91st Obsn Sq.
34th Bomb Sq (M) (less 1 flt)
Hq + Hq Sq 20th Bur Gp.
15th Photo Sq.
77th Bur Sq (less 1 flt)
Weather Cons.

Task Force 4.
15th Obsn Sq.
55 Bur Sq (less 2 flts)
Det. Base Hq + 9th Air Base Sq.
Det - Weather Cons

Strategic Reserve S/S No 1
2
3

GHQ Balance -

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AWPD 1 / Keany B G/A?
2 / Mud B G/A?

Rainbow - No mention?

Green - out of date -
units reported to?
planned before declg state of emergency
No mention of Interceptor

Green - Offensive plan
out of date -
~~Green~~ has good aviation
dope.

WD Rainbow-5 counts on quote
Pge 2/par 10

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A-WPD-1

~~Acapulco~~ ACAPULCO, Mexico

Bomber (H)

1 Sqn 4 Combat Sq 10 TO Sq 11 Sq Sq

68 planes (35 Sq ~~ser~~ 17 = 85 Monthly

replacement 2

Will not have 2 groups at Panama Canal Area

Supports 2 groups in Panama Canal Zone for defense PC

AWPD-2 - 1 Med Bomb Req Sq

On hand 85 planes

not available.

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1	2	3
2d AB Sq	3d Airborne	9th AB
97th Obsn Sq	3d Obsn Sq	91st Obsn
Hq 9th Bmb Gp	27th Recn (Rcn Flt)	34th Recn Sq (M) (Rcn Flt)
17th Recn Sq	5th Bombdg (Rcn Flt)	Hq 20th Recn
15th Recn Sq	Hq - 1st Recn	15th Photo
Det - 1st Photo		77th Recn Sq (Rcn Flt)

4th

1st Obsn Sq

55th Recn Sq (Rcn Flt Det)

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File No. 145-11.5

Brereton Message to Hq AAF
5 March 42

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DOD DIR 5200.9, 27 Sep 80

MICROFILMED
3405-10

RECOMMENDATIONS IN GEN. BRERETON'S RADIO AQUILA, 5, March 30, 1942.

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COPY FOR MAJ. TAYLOR

INITIALS

Recommendations in General Brereton's Radiogram Aquila 5, March 30.

AFAEP
CMT/ls

1. AFAEP AFDMR 1942 4/2

1. The extraordinary demands for equipment and personnel for Theatres of Operations has resulted in many cases in incomplete equipment and untrained personnel being sent to these theatres.

2. The attached radiogram from General Brereton comments on this situation.

3. Plans Division desires your comments on the following item concerning which certain recommendations were made in the radiogram.

a. Tactical training of pilots before assignment to combat units (including gunnery and bombing)
b. Training of combat crews in turret operation.
c. Belting of ammunition before shipment.
d. Auxiliary power for radios.
e. Oxygen generating equipment for combat units.
f. Supply of jeeps for air units.
g. Auxiliary gas tanks for pursuit and bombardment.
h. Radio equipment for squadrons.
i. Portable motor driven servicing pumps.
j. Installation of additional guns.
k. Double combat crews and extra gunners.
l. Spare engine requirements.
m. Portable lighting system.
n. Pilot training to include maintenance of equipment.

Incls.
Radiogram fm. Gen. Brereton, New Delhi, #5 d. 3/30/42 & Memo fm. Cable Sec. to AFAEP, AFDMR & AFACT d. 4/1/42

H.A.C.
AFAEP

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ETT RADIOGRAM AC--4

WB 19 SECRET March 31, 1942

Time Filed 2130/30 6:07 a.m.

AG 381 3-30-42

From: New Delhi

To: AGWAR for AFWAC

AQUILA 5 March 30

The following is a continuation of Aquila 5 part 3 to include part 10. There are 12 parts in all. Part Three Cont: Pursuit and Bombardment Tactics and Technique: The tactics and technique used and developed in the Air Corps are generally considered sound for both bombardment and pursuit. What must be stressed is execution. In order to cope with weather, local geography, and enemy equipment some adaptations and slight variations of basic principles are necessary, however these considerations are constantly changing and should not be recorded as doctrinic. These slight variations can be taught in the theater of operations very quickly. The fundamental lessons of the military pilot remain to be the all important things to be taught at home to include thorough familiarization with equipment, training in pilotage, gunnery and bombing. Pursuit pilots incapable of flying their aircraft and with no knowledge of their equipment have arrived in Australia supposedly ready for combat. In spite of the fact that training airdromes were more than 4,000 feet long one accident on an average of 20 landings occurred when pilots started flying in Australia. Bombardment crews with gunners unfamiliar with maintenance and operation of turrets arrived in Java. Because of the danger of improper use poorly trained turret operators are worse than no operators at all. The incident of one gunner shooting away his own tail is an example. Part Four: Date and Recommendations on desired operational requirements on major items of equipment: 1. Ammunition: All ammunition for aircraft must be belted before being shipped to theater of operations. 2. Radio: To insure sustained operations continously there should be provision of auxiliary power for M-197 radio transmitters. All radio equipment assigned to all combat units should have auxiliary power and be capable of movement by air

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transport except for the M-197 equipment. 3. Oxygen equipment: For missions of maximum density all combat units should be assigned portable oxygen generating equipment. 4. Motor vehicle: Each heavy bombardment airplane should be assigned one jeep. 5. Gasoline tanks: All types of pursuit aircraft are in urgent need of auxiliary dropable tanks. 6 of these tanks should be supplied for each airplane. The P-40's should have 2 of the 100 gallon tanks and 4 of the 52 gallon tanks. 6. Unit-equipment: Both point to point and air ground equipment should be supplied each unit to include the squadron. 7. B-17 additions recommended:(A.)Bombay tanks equipped with bullet proof linings. (B.)Each heavy bombardment airplane be assigned two portable gasoline motor driven servicing pumps. (C.) Installing of one 50 cal. nose gun. (D.)Top radio compartment guns to be reinstalled. (E.) Sidepanel guns to be reinstalled. In event of turret failure or damage all these will insure airplane fire power (See Aquila 15-A)

Part Five: Combat Crews: Highly necessary and desirable to have duplicate combat crews. The gunners suffer greatest casualties. Each airplane must have available a reserve of 6 qualified gunners with turret experience; small stature, agressiveness, alertness and youth should be basis for selection. They should be given a special rating upon qualifying. Part six:

Percentage of echelon spare engine requirements: 1st Echelon, 10%; 2nd Echelon, 10%; 3rd Echelon, 20%. Part Seven: Density of Missions: The maximum density for pursuit, 100 flying hours per month each assigned airplane or 40 missions. For bombardment airplanes the maximum density of missions has been 100 flying hours per month per assigned airplane or 20 missions. Part Eight: Lighting: For night maintenance and field lighting there is an urgent need for some portable night lighting system. Part Nine: Defense: Utility made of cover, blackout, dispersion, antiaircraft fire, pens and revetments and camouflage. Nothing new developed in ground protection of aircraft and methods of passive defense. Part Ten: Emphasis to be placed on Training Requirements: In general for pursuit. 3 point short landings to be practiced. Full load operation. Flights to strange fields cross country. Maximum range settings familiarized and when possible

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they should be used. Characteristics of maneuverability and combat between airplanes with different speeds. Estimations of range. Pilots should be able to make pre-flight inspections and must learn maintenance of their own planes and guns because often pilots must operate away from their crew chiefs. This maintenance and inspection should include: changing gun sight bulb, bleeding brakes, oiling and cleaning guns, servicing their aircraft with necessary fluids such as gas and oil, hydraulic fluid, prestone etc. U.S. pursuit versus enemy pursuit: Japanese airplanes are more maneuverable and lighter ther[illegible] U.S. planes must not dog fight with Jap planes. Tactics to be used by our pilots is hit and run. P-40's are faster in level flight and can easily out dive Jap Zero fighter but the Jap Zero can out climb P-40. U. S. pursuit versus enemy bombardment with protecting fighters: our pursuit must drive the attack at bombardment directly and if possible ignore enemy fighters. In case the enemy fighters have advantage of altitude part of our pursuit must press the attack to bombers while remainder engages enemy fighters in diverting action. To prevent receiving concentrated fire it is necessary to make coordinated attacks on bombardment. The proven successful methods are: First attacks from two directions simultaneously, or second at times have one plane preceeding the other to act as a decoy then turn away diverting fire before coming within range letting his partner, the second plane, close in before enemy guns can be turned back. (more to follow)

Brereton

EXACT ACTION COPY TO: CG, ARMY AIR FORCES
EXACT INFO COPIES TO: A. C. OF S., G-2
A. C. of S., WPD
MISSIONS
SECRETARY GENERAL STAFF

Received in Cable Section, AAF/AAG
1:00 p.m. 3/31/42
Paraphrased by Lt. Williams: jmt

Distribution:

General Arnold
General Harmon
Dir. Mil. Requirements
Flying Training Command
Technical Training Command
Cable Secretary (3)

ACTION COPY TO PLANS

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April 1, 1942

MEMORANDUM TO: Plans Division,
A-3,
Director of Military Personnel.

SUBJECT: Message No. 5 from Brereton, New Delhi, dated March 30, 1942.

1. The above message has been noted by General Arnold on pages one and two of his log.

2. General Arnold has made the following notes concerning Parts 3 to 10 of this message:

"Plans, A-3, Director of Military Requirements read and take necessary action".

/s/ J.T. Hillis, 1st Lt.
Office of Cable Secretary,
Air Staff.

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TO BE RETURNED
TO THE ARCHIVES
OF THE AAF
HISTORICAL OFFICE

File No.

NORTHERN FERRY ROUTES

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DOD DIR 5200.9, 27 Sep 58

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Subject: Recommendations, Ferry Plan, North Atlantic Route.

4.	AFRAS	AFAEF	1942 9-30		CDP:az	72812

Noted.

Incls. n/c

D. M SCHLATTER
Colonel, Air Corps.

5.	AFAEF	AFDMR	1942 10-5		FEG/jw	2842

Noted.

Incl. n/c

O. A. ANDERSON
Brig. General, U.S.A.

CLASSIFIED
DOD DIR 5200.9, 27 Sep 56

~~SECRET~~

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Subject: Recommendations, Ferry Plan, North Atlantic Route.

ABO/HB 5243

1. AFACT AFRDB 1942
AFRAD 9-1
AFRGS
AFAEP
AFDMR
AFDTS

1. For your information, and to forward as indicated.

2. Action copies have been sent to the appropriate divisions.

ROBERT W. HARPER
Colonel, Air Corps

Incls:
cc secret ltr. 8-16-42 subj.abv.
to CG/8AF frm 8th Ftr Cmd. w/1st ind.

---

2. AFRDB AFRAD 9/9

22/cpw 72485

Noted

EUGENE L. EUBANK
Brig. Gen., U.S.A.

Incl:
n/c

F/LFM/mgs 72673

3. AFRAD AFRAS 1942
AFAEP 9/21
AFDMR
AFDTS

1. Plans are being formulated for the installation of VHF Control Net Systems at Presque Isle, Goose Bay, Greenland and Iceland. These systems will provide communications, D/F "fixing" and D/F "homing", for any aircraft within a radius of 175 miles, providing a minimum altitude of 10,000 feet is maintained. The above systems can be integrated into the existing facilities used for ferrying, resulting in a very efficient and effective system. There will be, however, a period along the route when Fighters pass beyond the range of VHF stations. In this event any communications with the mainland must be carried on through the escort bomber.

2. Once the above systems are installed it is suggested that the Control and Weather Officers be located in the Fighter Control Center. This would eliminate any physical separation and also give the Controller immediate access to the radio, as all communications in a VHF System are remotely controlled from the Fighter Control Center.

GORDON P. SAVILLE,
Colonel, Air Corps.

Incl:-
No change.

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HEADQUARTERS
EIGHT FIGHTER COMMAND
AP) 887 - BTOUSA

16 August 1942.

SUBJECT: Recommendations, Ferry Plan, North Atlantic Route.

TO : Commanding General, 8th Air Force.

1. The plan under which the combat echelon of the 1st Fighter Group moved to the British Isles, has been found to be generally sound after test. The route can, however, be improved and movement expedited by amending certain portions of the plan and by reorganizing certain facilities at staging points. Reasons for these suggested changes will be discussed in the following paragraphs under headings listed.

2. WEATHER.

a. Although the weather is extremely variable along the route, it was observed that at periodic intervals there were several successive days of excellent weather extending over each leg of the route. Advantage should be taken of this conditions by planning the dispatch of large units (groups) during this period. Over-emphasis cannot be placed on the fact that this should form the basis for all future planning.

b. Except during the periods referred to in paragraph 2 a. above, weather forecasts were unreliable. The scarcity of weather reporting stations made it difficult to forecast in advance the beginning of periods of excellent weather. This condition can be corrected by directing all aircraft operating along the route to report weather and by dispatching local weather flights to points within a 200 mile radius of each staging point along routes and at times prescribed by weather officer.

c. During the 5440 movement, the requirement was established that a weather ship be dispatched from the point of departure and the point of destination prior to each flight and that reports be received by the control officer covering the entire route, before ferry flights were cleared. This delayed the movement of units in many instances. Experience indicates that better results can be obtained by providing

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for an advance ship to proceed the ferry flight by approximately 100 miles, seeking out the altitude at which the flight should be made to avoid flying on instruments and reporting this altitude to the lead airplane of the ferry flight.

d. The conclusion has been reached that the safest method of avoiding weather difficulties along the north Atlantic route is to fly over the top consistently. This will not require flights above 20,000 feet except on rare occasions. To do this, however, definite assurance must be had that the weather at the terminal and at the point of departure will hold for a period equal to the endurance of airplanes being ferried and that radio aids to navigation will be available throughout the period of the flight.

e. The ferry plan authorized the dispatch of over the top flights only when CAVU conditions were reported both at the terminal and at the point of destination. This requirement can be reduced. It is considered practical to ascend and descend through an overcast no greater than 2,000 feet thick when icing conditions are not present. Special training must be given and a special procedure should be developed for flights under these conditions. Over the top flights can be cleared to and from stations, with breakthroughs planned at points indicated with ceilings as shown, when the forecast indicates no change or an improvement during the period of the flight:

Presque Isle	2,000
Goose Bay	3,000
B. W. 3	2,000
B. W. 1	CAVU
B. W. 8	CAVU
Mouth of Fjord:	
West of B. W. 8	2,000
Keflavik	2,000
Reykjavik	4,000
Stornoway	2,500
Prestwick	4,000

f. Due to rapid changes in weather conditions, it is essential that the organization and the physical establishment at each control office be such as to permit close and personal contact between the weather officer and the control officer, so that an immediate decision can be reached by the control officer, when adverse weather conditions develop. Any delay in bringing such conditions to the attention of the control officer may be fatal.

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3. COMMUNICATIONS.

a. In the movement plan emphasis was placed on the need for rapid and reliable communication between control officers and between each control office and the lead airplane of each ferry flight. This need became more apparent during the operation. On two occasions lack of communication resulted in near disaster.

b. Communications were not satisfactory for three reasons. First - the control officer was physically separated from the radio operators handling his traffic. Second - the control officer had no authority or control over radio operators. Third - the state of training of aircraft radio operators was deplorable.

c. A separate and distinct system of communication for traffic control, operating directly under the control officer, is considered to be an essential requirement. Divided authority and control over such a system leads only to delays and confusion. The operators of the system to include code clerks and radio operators must be located close to the control officer so that he is continually informed of the status of communication with airplanes in flight and with other control officers.

d. In addition it is not possible to over-emphasize the need for selecting highly qualified operators to man ground stations and for assignment to lead airplanes. Aircraft radio operators should be experienced with British procedure in homing and in obtaining bearings and fixes to insure that maximum advantage will be taken of all radio aids available along the route.

4. PARKING SPACE AND PERSONNEL ACCOMMODATION.

a. The capacity of each station should be sufficient to accommodate the airplanes and personnel of one group of two engined pursuit with lead airplanes, weather airplanes and such additional traffic as is normal along the route. This action is necessary to insure that full advantage can be taken of favorable weather periods.

b. A code authenticator system should be used so that signals received are being identified as transmitted by friendly stations.

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5. NAVIGATION AND RADIO AIDS TO NAVIGATION.

a. A large proportion of the navigators assigned to lead airplanes were in no way qualified for a flight of this nature. A poor navigator is more of a handicap than an asset. The one major accident which occurred appears to be the result of pilots trusting their navigators too much, failing to cross check by use of available radio aids.

b. VHF/DF stations must be installed and in operation at every staging point, with additional facilities at B.W. 3, at B.E. 2, and at the mouth of the Fjord west of B.W.S.

c. Radio ranges at Goose Bay, B.W. 3, Keflavik and Stornoway were highly satisfactory. Additional ranges should be installed at Prestwick and at the mouth of the Fjord west of B.W.S. The range at B.W.S. and at B.W. 1 should be relocated to permit homing from the direction of the ice cap.

d. Medium and low frequency D.F. Stations should be established along the entire route as alternate aids and for use during periods of radio fade which apparently have variable effects on different frequencies. Operators should be thoroughly trained in procedure in this respect. Airplane commanders and navigators should understadd thoroughly the possibilities of such a system.

e. The compass installation in P-38 airplanes was not satisfactory. Excessive deviations were reported under a variety of conditions of electrical load. This should be checked in other airplanes and corrected before flight.

f. The possibilities of navigating by use of the gyro compass precalibrated for precession rate, should be investigated fully. This was used to advantage by a number of pilots. Attention is invited to the fact that suction was increased to 6" mercury upon advice of Sperry representatives, resulting in a considerable reduction of the precession rate.

g. The removable low frequency receiver should be replaced with a radio compass temporarily installed for the ferry trip for obvious reasons.

h. If over the top flights are to be made, radio range stations should be equipped with alternate sources of power.

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6. LEAD AIRPLANES AND FLIGHT ORGANIZATIONS.

a. Competent and experienced crews to include airplane commanders, navigators and radio operators are the key to success in an operation of this nature. Those crews must know the route and all facilities along the route thoroughly. They should be detailed to the route on a permanent basis. They should understand and appreciate the limitations of the airplanes they are leading.

b. Lead airplanes should have greater speed and climb than the B-17, to reduce pilot fatigue, to reduce the hazard incident to weather changes and to permit rapid climb above cloud formations observed to the front along the route. Airplanes equivalent to or greater than the B-25 in performance are recommended.

c. Flights can be increased to include a lead airplane and 12 fighter aircraft provided specific instructions are issued that all flights will be made above all overcast conditions, and provided two flights are dispatched to remain in visual contact with each other. The latter requirement is established so that one of the lead airplanes will be available to render assistance in the event of a forced landing by fighter aircraft and to take over the lead if the other lead airplane cannot continue the flight.

7. MISCELLANEOUS.

a. The restriction that over the top flights should not be cleared when the top of the overcast is reported to be above 10,000 feet should be amended to authorize dispatch when forecasts indicate that over the top flights can be completed without flying above 20,000 feet.

b. Airplanes sould have a safe range of approximately 1800 miles to insure safe return in the event unfavorable weather is met at the terminal. On a number of occasions a return to point of take off was found to be necessary after dispatch despite every precaution taken.

c. Flights by fighter aircraft without escort may be practical with well trained and experienced pilots. This has been recommended for test. However in view of the shortage of such pilots it is believed that the general interests of the service will be better met by the system of having units ferry their own airplanes to the British Isles escorted by lead airplanes manned by crews with a thorough knowledge of the route. Another fact to be considered in this connection is the lack of communications between fighter aircraft and control officers over the major portion of each leg.

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d. Night flights over the route may be feasible but such an operation must be approached with caution. Major difficulties like to be met include assembly of aircraft after take off and the constant danger of flying into instrument conditions without warning. If such flights are to be attempted it is believed that only one or two fighter aircraft with highly trained personnel should be used initially, and that numbers should be increased and the experience level decreased only after experience has been gained.

e. The requirement that all fighter aircraft land initially at Stornaway should be lifted. This field need be used only for emergencies. Flights should continue on to Prestwick or Ayr for their initial landing in the British Isles. These stations are well within the range of limits of the type of fighters to be ferried and an additional landing merely delays the movement.

f. An experienced Air Corps officer should always be in command of each staging point. This is essential to insure proper coordination and proper understanding of varied service requirements which contribute so much to the success of an operation of this nature.

g. Since experience indicates that flights will be held on the alert for relatively long periods, awaiting a favorable change in weather for take-off, a large and comfortable pilots room should be made available in the immediate vicinity of the control officer.

h. In the intitial briefing of pilots, emphasis should be placed on the vital necessity for maintaining their emergency rations intact. Many of the crews on the previous flight consumed their rations.

i. Thorough instruction should be given in the proper emergency use of Mae West Jackets and one man dingies. Also, methods of release from parachutes in event of a parachute jump over water.

8. CONCLUSIONS AND RECOMMENDATIONS.

a. Too much emphasis cannot be placed on the need for teamwork between control offidess at different points along the route. Before a flight is cleared local weather must be reviewed carefully by the control officer at both the point

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of departure and at the terminal and there should be an agreement on the part of both officers that the flight should be cleared. This study must be extended over the entire 24 hour period so that flights may be alerted in advance to take off as soon as improvement in unflyable weather occurs. This required the assignment of at least four officers at each control point.

b. Of equal importance is thenecessity for locating the control officer closely adjacent to weather facilities and communications facilities. These facilities should be placed directly under control officers subject only to their orders.

c. All airplanes operating along the route must be required to report weather.

d. Weather airplanes must be available at each staging point subject to the orders of the control officers.

e. An airplane, equipped to communicate with ferry flights must be available to be dispatched a half hour in advance of the ferry flight to seek out and to report the proper altitude to fly.

f. All land airplanes must be manned by competent crews to include airplane commanders, navigators and radio operators, familiar with the route.

g. Until the communications system has been sufficiently improved to ensure against errors in coding, in transmission, in reception and in decoding, authorization to send sport weather at the destination in the clear to controllers and to aircraft in flight on request should be given. The transmission of terminal forecasts in Sigaba Code prior to take-off should be continued.

h. At each staging point, airplane parking and personnel housing facilities must be provided to accomodate a group of fighters with lead airplanes, weather ships and such other aircraft normally flying the route.

i. VHF/DF at B.W. 3, B.E. 2, and at the mouth of the Fjord west of B.W. 8 should be installed.

j. Radio range stations at Prestwich and at the mouth of the Fjord west of B.W. 8 should be installed.

k. Ranges at B.W. 1 and B.W. 8 should be relocated to permit their use in approaching these stations from the Ice Cap.

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l. MF and HF DF stations should be established at every station along the route.

m. The magnetic compass installation in the P-38 should be modified to correct for excessive deviations under varied electrical loads. All other airplanes to be ferried should be checked for similar unsatisfactory installations.

n. Additional navigational aids such as a sun compass or a radio compass should be developed and temporarily installed in fighter aircraft to be ferried. If the radio compass installed is, the low frequency receiver now used may be removed.

o. Over the top flights with break throughs planned at points indicated below should be authorized when the following conditions are met:

1. Ceilings at break through points are above the following minimums, with a forecast that these minimums will hold or improve:

Presque Isle	2,000 feet
Goose Bay	3,000 feet
B.W. 1	CAVU
B.W. 6	CAVU
B.W. 3	2,000 feet. (To sea)
Mouth of Fjord	2,000 feet (To sea)
West of B.W. 8	2,000 feet
Keflavik	4,000 feet
Reykjavik	2,500 feet
Stornoway	4,000 feet.
Prestwick	

2. The thickness of the cloud layer does not exceed 2,000 feet.

3. A definite report has been received that icing conditions are not present at the point of departure and at the terminal.

4. Forecasts indicate that the top of the overcast is below 20,000 feet.

p. Airplanes of the B-25 type or airplanes of better performance should be assigned to lead ferry flights.

q. Authority should be given to organize ferry flights on the basis of twelve fighter aircraft to each lead airplane. Flights should, however, continue to operate in pairs in visual contact with each other.

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r. Fighter aircraft should have a safe range of 1800 miles.

s. Tests should be conducted on a limited basis to determine the practicability of ferrying pursuit aircraft across the route without multi-seater lead aircraft.

t. The possibilities of ferrying fighter aircraft at night should be explored but operations of this nture should be approached with extreme caution.

u. The initial landing in the British Isles should normally be made at Prestwick or Ayr.

v. Provision should be made to insure that all staging points along the route are commanded at all times by an experienced Air Crops officer.

w. Large and comfortable pilots rooms should be made available at each staging point.

x. The need for conserving emergency rations should be emphasized in the briefing of pilots.

y. Through instruction in the proper use of "Mae West" Jackets, dingies, and in the method of release from parachutes should be given.

FRANK O'D. HUNTER,
Brigadier General, A. A. F.,
Commanding.

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373 1st Ind. (E-1-9).

HEADQUARTERS EIGHTH AIR FORCE, ETOUSA, August 20, 1942.
TO: Commanding General, Army Air Forces, Washington, D. C.

1. The basic report is forwarded concurred in.

CARL SPAATZ,
Major General, U. S. A.
Commanding

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WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON, SEPTEMBER 28, 1942

HQ. OFFICE INSTRUCTION)
NO. 80-21)

ADMINISTRATIVE PRACTICES

Liaison With the Army Air Forces Cold Weather Testing Detachment

1. There will be established at the Materiel Center, Wright Field, Dayton, Ohio, by the Cold Weather Testing Detachment, a liaison office for the Army Air Forces Cold Weather Testing Detachment.

2. The liaison officer for the Army Air Forces Cold Weather Testing Detachment and his assistants will operate either at Wright Field, Dayton, Ohio, or at the permanent station of the detachment, depending upon duty requirements.

3. The specific duties of the liaison officer and/or his assistants are:

a. To represent the Army Air Forces Cold Weather Testing Detachment at Wright Field in connection with the operation of aircraft and equipment under low temperature operating conditions.

b. To act as consultants with reference to conditioning of aircraft and equipment for low temperature operating conditions.

c. To coordinate design of new aircrait and equipment to insure that operation under low temperature operating conditions has been given proper consideration.

d. To coordinate modification of existing aircraft or equipment to insure that operation under low temperature operating conditions has been given proper consideration.

e. To maintain liaison with necessary agencies as circumstances demand to insure rapid dissemination of technical information received from the Army Air Forces Cold Weather Testing Detachment.

f. To secure data as requested and forward same to the Army Air Forces Cold Weather Testing Detachment by the most expeditious method and without delay.

g. To follow-up procurement and shipment of special items of equipment or supply as requested by the Army Air Forces Cold Weather Testing Detachment to insure against delay.

h. To maintain files relative to programs for testing at Ladd Field, and the status of all programs and full reports in connection with completed programs for testing.

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i. To collect from civilian and governmental activities who have conducted research or assembled records (including the Information Center at Eglin Field) information relative to low temperature operating conditions for use by the Army Air Forces Cold Weather Testing Detachment.

4. The Directorate of War Organization and Movement, Headquarters, Army Air Forces, is designated as the agency through which the Commanding General, Army Air Forces, will normally exercise supervision in matters relating to organization and technical control of the operation of the Army Air Forces Cold Weather Testing Detachment. That Directorate will maintain liaison between the Army Air Forces Cold Weather Testing Detachment, the agencies within Headquarters, Army Air Forces, the Air Service Command, the office established under paragraph 1, above, and the Army Air Forces Proving Ground Command, Eglin Field, Florida. Files will be maintained in the Directorate of War Organization and Movement on all programs for testing by the Cold Weather Testing Detachment, and reports of results of all completed tests.

5. Directives to the commanding officer, Army Air Forces Cold Weather Testing Detachment, for tests of equipment will contain explanation of the function and military characteristics of the item to be tested, its purpose or tactical use, and all other special information or data in connection therewith. All directives and instructions not originating with the Director of War Organization and Movement will be transmitted through that Directorate.

6. Reports of the results of tests conducted by the commanding officer Army Air Forces Cold Weather Testing Detachment, will be submitted by him to the Director of War Organization and Movement, this Headquarters, who, after completing the records of his office, will refer the reports to the Director of Military Requirements for the attention of the Technical Coordination Section. The Director of Military Requirements will cause the reports to be referred to all other interested offices of this Headquarters for comments and recommendations and he is responsible for the completion of action in each case.

7. The provisions of paragraphs 5 and 6 above shall not be construed to prevent direct communication on technical matters.

By command of Lieutenant General ARNOLD:

OFFICIAL:

FRED C. MILNER,
Colonel, A.G.D.,
Air Adjutant General.

GEORGE E. STRATEMEYER,
Major General, U. S. Army,
Chief of the Air Staff.

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September 22, 1942

MEMORANDUM FOR LT. COLONEL TAYLOR:

1. The following vessels are those taken off the list in the possession of Lt. Commander Adsall when we were over there Monday. I have checked on them and, while they are not specifically allocated to the N.A.F.R., each vessel is carrying some Ferry Route cargo:

	SPEED	M.T.	FROM	TO	DATE
ASHEPOT	11	3900	Boston	Bodkin	9/22
OZARK	10	4840	Boston	Curio	Sld. 9/19
PILLORY	10	2473	Boston	Onoto	9/24

2. The vessels below are those for which the special convoy has been arranged:

ALCOA TRADER	10	9325	Boston	Bodkin	9/23
MAIDEN CREEK	13	9325	Boston	Bodkin	9/24
ARISTEDES	9	5975	Boston	Bodkin	9/24
ROCHA	12	5375 (½ ref.)	Boston	Onoto & Biped	9/24
DARIEN	14	3775 Ref	Boston	Onoto-Biped-Bodkin	9/24
NORLAGO	9½	4150	Boston	Navy Boat	
GOVENOR JOHN LIND	10½	5040	Boston	Bookie & Chaplet	9/24

Herbert H. Naughton

HERBERT H. NAUGHTON
1st Lt. T. C.

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Project No. _____

TELEPHONE MEMO

Date September 26th

With: _____

Subject: Supply of Northeast Ferry Route

Details: It was reported from the office of Major Martin, SOS (Transportation) that the special convoy of ships scheduled to sail to supply the Northeast Ferry Route bases has been delayed. According to present plans it will leave Sidney on October 15th. Ships will have to leave New York and Boston about the 6th and 7th to reach Sidney in time. The Navy has this information. Col. Taylor requested that it be given to Col. Ralph Fisher of the Atlantic Section of OPD.

(Over)

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wtn. 9/23/42

Survey of Thule

O.C.D

Noted.

For the Commanding General, Army Air Forces:

C. A. Anderson
Col., G.S.C
Asst. Chief of Air Staff, Plans

Incls:
Disp. Form 9/19/42
with incl.

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WAR DEPARTMENT GENERAL STAFF
DISPOSITION FORM

G - OPD 350.08 (9-4-42)

SUBJECT: Survey of Thule

SECRET

September 19, 1942.

X CG/AAF
(AC/AS, Plans)

X Notation and return

By order of the Chief of Staff:

THOS. T. HANDY,
Major General,
Assistant Chief of Staff.

1 Incl. -Cominch File FFL/H
Serial 00972 from A/S (opns)
U. S. Fleet to DC/S U.S.Army,
Sept. 14, 1942.

HENRY A. BARBER, JR.,
Colonel, G. S. C.,
Chief, North American Theater,
Theater Group, OPD, G. S.

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UNITED STATES FLEET
Headquarters of the Commander in Chief
Navy Department, Washington

Cominch File
FF1/H
Serial 00972

SECRET

MEMORANDUM

September 14, 1942.

From: Assistant Chief of Staff (Operations).
To: Deputy Chief of Staff, U.S. Army.

Subject: Survery of THULE, Greenland.

1. As requested in your memorandum of September 11, 1942, addressed to the Vice Chief of Naval Operations, the appropriate naval authorities were authorized to furnish, if practicable, transportation for an Army ground survey party to THULE.

2. The Senior Officer Present Afloat in Greenland has reported that due to non-availability of a suitable vessel and the lateness of the season, it is impracticable to furnish the transportation requested.

FREDERICK J. HERMAN

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Movement of the First Submarine Destruction Command.

Ferry Route

CMT:dns 2842

2 AFAEP AFDAS 9-19

1. The list of the ships to be dispatched to the ~~NAFR~~ with personnel, equipment and supplies was secured from Movement Section, Transportation Corps, Services of Supply. This list showing ports of departure, sailing dates and destinations was furnished the Atlantic Theater Group, Operations Division.

2. Operations Division conferred with the Commander-in-Chief, United States Fleet and Naval Operations, informing him of the importance of protecting these shipments. He in turn is informing Commander Task Force 24 at Argentia.

3. Arrangements have been made to move a minimum of three ASV equipped B-17's and possibly more from Langley Field to Newfoundland under operational control of the Navy, for the specific purpose of protecting these ships. In addition, General Brant has been notified to make his 9 B-17's in Newfoundland available for additional protection to these shipments.

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Movement of the First Submarine Destruction Command.

2 (Contd) AFAEP AFDAS 9-19

4. Operations Division states that these airplanes will be operated under the control of the Navy which has command of convoy operations in that area and therefore it is unnecessary to secure additional authority from the Canadians for this purpose.

O. A. ANDERSON,
Colonel, G.S.C.

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Movement of the First Submarine Destruction Command.

LSK:cmc 6371

1 AFDAS AFAEP 1942 9-17

1. General Arnold directs that action be initiated to move the necessary portion of the First Submarine Destruction Command to the mouth of the Saint Lawrence and then northward to protect the ships to be dispatched in the immediate future which are carrying air base supplies and equipment.

2. The requirement for speed in this action is indicated by the early movement from Boston and other ports of the particular vessels under construction.

3. The necessity for fast action may require exceptional procedure in order to avoid offending the Canadians. It is believed that the number and persistence of the hostile submarines in the Gulf of the Saint Lawrence at this time should provide sufficient basis to avoid conflict with Canadian interests.

I. S. Kuter
Brig. Gen., U.S.A.

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AFAIR

utn. 9/19/42

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, OPERATIONS DIVISION

Attention: Colonel Ralph Fisher

Subject: Protection to Shipping for Stations on North Atlantic Ferry Route.

1. With reference to the plan of providing additional air and sea escort for the shipment of personnel, equipment and supplies for the North Atlantic Air Ferry Route, Lt. Colonel N. H. Vissering of the Transportation Section of Services of Supply (Room 3111, Extension 4527) has furnished the attached list of vessels that are scheduled with cargo for the Ferry Route. It is understood that the dates given are the dates that the vessels were or are to have completed loading, ready for sailing.

2. The Commanding General of the Air Transport Command has pointed out that these shipments are vital to the continuation of the Air Ferry Route. Due to the ice setting in habors on this route, it is probable that any cargo lost in this shipment cannot be replaced until the ice opens up next spring. This may result in the closing of the Air Ferry Route.

For the Commanding General, Army Air Forces:

C. A. Anderson
Col., G.S.C.
Asst. Chief of Air Staff, Plans

Incl.
list of vessels.

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LIST FOR THE NORTH ATLANTIC FERRY ROUTE

Furnished by: Lt. Colonel H. H. Vissering
Transportation Section
Services and Supply

September 19, 1942.

	Ship	From	To	Ready to Sail	
	Alcoa Scout	U.K.	Bookie		
	Alcoa Guard	BW-7	Churchill	9/20	?
	Governor Lynd	Boston	Chaplet & Bookie	9/24	
	Maltran	Boston	Bookie	9/18	
	Tug Mathews	Curling	Chaplet	9/23	?
	Polar Bjorn	Bookie	Delight	9/26	
	Polaris	Halifax	Chaplet	9/23	
	Polaris	Chaplet	Delight	10/8	
•	2 Steel Barges & Tugs	Montreal	Alkali	9/23	
	Fairfax	Boston	BW 178	10/1	
	Nevada	Boston	Chaplet	× 10/1	
	Margaret Sykes	Boston	Curio	9/21	
•	City of Dallas	Boston	Alkali	cleared port to	join convoy at /Sydney 9/24
	Pan York	Montreal	Alkali	9/23	
	North King	Boston	Onoto	same as City of Dallas	
	Maltran	Boston	Bookie	9/23	
	Dorchester	Boston	Bodkin	10/1	

• Cargo of Gasoline.

Note 1. In addition to the above a Tanker with 33000 barrels of gasoline is scheduled to sail from Halifax to Alkali in the next few days.

Note 2. Another Canadian Tanker is scheduled to sail from Montreal with 74000 barrels of gasoline for Alkali. The date of this shipment is unknown but it is expected to be soon.

Note 3. The Canadian authorities are to notify GTF-24 when the above two vessels are ready to sail.

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Via Cable
Sec 214

SECRET Priority

Maj. Martin – Movement
Div – Trans. Corps
SOS Room 3113
Phone 4527 or 6191

Greenland Patrol (N) comes
down to Sydney 2 C.G. cutters
(large) per convoy plus some
smaller ships.

Trawlers (from Greenland) ~~55°N~~
must have (at Pat 55°N) that do
not go to Greenland and
escort to destination. Some gas
and depth charges. Limited quantity.

Canadians convoy from
Quebec to Iceland

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Lt Col Gilchrist
OK Evans (cel)
Room 2646 F313
Sy 2695

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[redacted]

Rm. 3609
ek - 2197

SOS
Cat 2 slyrs
+ sailings

MS Morey
to Navy Dept
Sydney

Capt Morey
British
Admiralty
and Mr Bailey
Canadian

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[redacted]

Col Taylor.

She seems to be a retread. We should try for quick action.

Suggest letter to Navy top to see Swede Larson.

Please see me.

RHN

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HEADQUARTERS ARMY AIR FORCES

Routing Slip Date _____

TO: _____ Bldg. _____
(Office or Symbol)

Attn: _____ Room _____

Coord.		Invest.	Nec.Action
Infor.		Recomd.	Sig.
File		Confer.	

Remarks:

From:
Name: _____ Phone _____

Office _____ Bldg. _____ Rm. ____
(Name or Symbol)

3-218, AF.

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HEADQUARTERS ARMY [illegible] FORCES
AIR STAFF, PLANS DIVISION

Date 9/12

TO Col. Taylor:-

DIVISION CHIEF _____

✓ EXECUTIVE

PLANS & POLICIES

PROGRAMS & PROJECTS

COORDINATION

ADMINISTRATIVE

___File
___Return to
___Forward

FOR:

__Signature
__Coordination
__Concurrence
__Comment
__Preparation of Reply
✓ Necessary Action
__Information
__Primary Interest
__Distribution in Section
__Recommended further Distribution
__Read if Interested

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3-1346, AF.

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Shipment of Aviation Engineer Company for Construction on Northwest Ferry Route.

CMT/mjw 2842

			1942	
4.	AFAEP	AFDPU	9-18	1. Plans Division concurs in Item #1 above.

O. A. ANDERSON
Colonel, G.S.C.

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Shipment of Aviation Engineer Company for Construction on Northwest Ferry Route.

72650 RBS-5 [illegible] TAL:bk

1. AFRBS 5 AFDPU 1942 9-12

1. The Air Transport Command requests that one Engineer Company (Avn), be shipped immediately to Calgary, Canada, for construction of Ferry Route Airdromes at Calgary and Lethbridge. Immediate action is required to take advantage of the brief remaining period of good weather. The crisis has been precipitated by failure of plans for construction by contract.

2. It is recommended that Company B, 836th Engineer Battalion (Avn), Fresno, California, be designated for this assignment and be equipped for actic service and shipped to Calgary, Canada, at the earliest practicable date. The unit should be shipped with complete equipment as authorized in TBA #, June 1, 1942, and change #1 July 5, 1942.

L. D. WHITTEN,
Colonel, Air Corps

REK:ej 5009

2 AFDPU AFACT AFAEP 1942 9-14

1. For concurrence.

AUBRY L. MOORE,
Colonel, Air Corps.

JJLaR:hl 6701

3 AFACT AFAEP 1942 9/16

1. A-3 division concurs in comment #1.

2. Colonel Lane of AFRBS has informed this division that Company B, 836th Engineer Battalion (Avn) is available for the above assignment.

ROBERT W. HARPER
Colonel, G. S. C.

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Protection to Si ing SECRET

RCWB/imm 5246

1. AFDAS PLANS 1942 9/11 For necessary action.

R.C.W. BLESSLEY
Colonel, G.S.C.

1 Incl.
Memo to CG/AAF from
Gen. George, dated 9/10/42
above subject.

CNT/jw 2942

2. AFAMP AFDAS 9-15 1. The Memorandum from General George referred to above was forwarded on disposition form to the Chief of Staff, stating that investigation disclosed that most of these vessels are scheduled to sail within a matter of days and recommending that necessary action be taken to provide the highest degree of protection for these shipments consistant with the importance and priorities of other commitments.

O. A. ANDERSON
Colonel, G.S.C.

Incl: W/D

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AFAEF
CMT/jw

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Wtn. 9/14/42

Protection to Shipping for Stations on North Atlantic Ferry Route.

X inviting attention to

AFAEF
CMT/jw

1. Attached is Memorandum to the Commanding General, Army Air Forces from The Commanding General, Air Transport Command, dated September 10, 1942, Subject as above, recommending an increase in escort protection to vessels carrying supplies and personnel to stations along the North Atlantic Ferry route. This recommendation is based on recent losses through submarine action and the necessity of delivering the cargoes before harbours become inlocked.

2. Investigation discloses that most of these vessels are scheduled to sail within a matter of days.

3. It is recommended that necessary action be taken to provide the highest degree of protection for these shipments consistent with the importance and priorities of other commitments.

For the Commanding General, Army Air Forces:

Incl:
1-ltr.to CG/AAF 9/10/42

O. A. Anderson
Col., G.S.C
Asst.Chief of Air Staff, Plans

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ARMY AIR FORCES
HEADQUARTERS, AIR TRANSPORT COMMAND
WASHINGTON

September 10, 1942.

SUBJECT: Protection to Shipping for Stations on North Atlantic Ferry Route.

TO: Commanding General, Army Air Forces.

1. Within the next thirty days, boat shipments of freight vital to the winter operation of the North Atlantic Ferry Route will pass through water known to be submarine infested.

2. The cargo of these boats will consist of:

a. Supplies and equipment for the construction forces at work at all of the various points.

b. Air Force technical equipment needed to operate the airdromes including heaters, energizers and other equipment absolutely essential for winter operation of the route.

c. Food and maintenance supplies for station personnel.

d. Aviation gasoline, motor fuels, oils and Prestone.

3. The habors at the existing airdromes at Alkali and Bodkin will become ice locked on or about November 1, 1942 and will not again be open until July 1, 1943. The harbors at the three new airdromes being onstructed at Bookie, Chaplet and Curio will become ice locked by October 25, 1942 and may not be openuntil July 25, 1943. Additional cargo is destined for Onoto, which harbor may be closed for three or four months this winter.

4. Even if replacement shipping could be made available, the time element would not permit the replcement of any cargoes into these points which may be lost through enemy action. The loss of any substantial portion of these cargoes would severely cripple the operations of the airdromes along this route until the summer of 1943. The loss of the gasoline shipment for Goose Bay would, without doubt, close the North Atlantic Ferry Route completely for many months.

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5. Enemy submarines have been repeatedly spotted in the St. Lawrence River, the Gulf of St. Lawrence, off the coasts of Labrador and Greenland and in Davis Strait. Three boats, carrying freight and personnel in connection with the route development, were recently sunk, even though in convoy, just outside the Strait of Belle Isle.

6. Approximately twelve boats are scheduled to move during the next month, some out of Boston and others out of Montreal.

7. The Greenland Patrol has furnished some convoy protection, but it is apparent that this is not adequate and will not be adequate to insure the safe arrival of these boats. The Navy have a few PBY aircraft patrolling the area, again not sufficient in number to give adequate protection. The Air Transport Command has no aircraft equipped to combat submarine activity. This fact is undoubtedly known to the enemy. For example, on September 7th one of our transport planes circled a surfaced submarine for about a half hour and the submarine made no effort to submerge or leave the vicinity.

8. While it is not the primary responsibility of the Army Air Force to assure safe arrival of cargo vessels, it is the operation of the air route which will suffer if the boats do not arrive. It is suggested that an effort be made to have the Navy Department increase the present meager protection during the ensuing thirty days and further, that Air Force land based bombers of a type capable of combatting submarines be made available for protection of the boats during the movement period.

H. L. GEORGE
Major General, U.S.A.,
Commanding.

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ARMY AIR FORCES
HEADQUARTERS, AIR TRANSPORT COMMAND

INTER-DESK MEMORANDUM

TO: .....

Date ....9-10-42....

SUBJECT: .....

Gen. Kuter:

Larry here is the paper re submarine problem in supplying our North Atlantic route. The situation is so serious I hope something can be done about it.

From: .....

3-587 AF

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AFAEP
CNT/jw

wtn. 7/9/42

Subject: Study of Possible Aircraft Ferry Routes to Russia in the Arctic Area.

1. [illegible]

a. The United States is faced with the problem of delivering aircraft and supplies to Russia by air. Such deliveries will probably also have to be made to Alaska in the near future for use against the Japanese. It may be feasible to establish an air ferry route to China through Arctic Russia.

b. The only air route to Russia in use at the present time is the Great - Britain - Iceland - Scotland route by which the distance to Moscow is 1[illegible],000 miles. Negotiations are under way for a route through Alaska and Siberia.

c. It would be highly desirable to develop a more direct route to Russia combining the following features:

a. Short distance
b. Security
c. Minimum requirements for and facility of construction
d. Facility of supply
e. Possible by short range aircraft
f. Good weather

d. The following routes appear feasible for study and development:

Note: All mileage figures are approximate and are expressed in statute miles. Distances of routes are not measured from aircraft factories, modification centers, or concentration centers, but from appropriate clearing stations in the Continental United States.

Route No.	Starting Point	Mileage
1.	Presque Is. - Goose Bay - Iceland - Archangel - Moscow	4000
2.	Fargo - Churchill - Chile - Fort Smith - Archangel - Moscow	4[illegible]0
2 a.	Same as No. 2 with intermediate stops for Pursuit	5400
3.	Fargo - Churchill - Chile - Franz Joseph Land - Archangel - Moscow	5[illegible]0
3 a.	Same as No. 3 with intermediate stops for Pursuit	5400

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* 4. [illegible] - Churchill - Thule - [illegible] - Kirensk - Moscow [illegible]
* 5. Great Falls - Mokwik - Nome - Kirensk - Moscow 7500
6. Great Falls - Nome - Kirensk - Moscow 7106
6 A. [illegible] - Nome as No. 6 with intermediate stop for fuel 7806
7. [illegible] - Thule - [illegible] - Moscow 13500

* Investigation of airfields and supply facilities may reveal that this route can be materially shortened by flying a more direct route from Great Falls or Edmonton to Moscow rather than via Kirensk.
For more detailed [illegible] data see Sub A.

Miles of Routes

5. The shortest routes to Moscow are Routes 1, 2 and 3, across Greenland to Archangel, being in the neighborhood of 5700 miles.

6. The shortest routes to Kirensk in Arctic Russia are Routes 4, 5 and 6 being in the neighborhood of 5000 miles. These routes could be extended to Moscow by flying an additional 2500 miles.

Security

7. Routes No. 1, 2 and 3 are subject to possible interdiction by Germany between Greenland and Archangel. Routes No. 4 and 5 are considered safe from interdiction and Route No. 6 is not presently subject to interdiction but will be in the event Japan acquires the east coast of Alaska or parts of Siberia.
For more detailed Security data see Sub B.

Construction Requirements and Time of Construction

8. Route No. 1 would require no new construction other than possible expansion of present facilities. Routes No. 2 and 3 would require construction on Greenland and in Arctic Islands which would be difficult. Route No. 4 would require construction at Thule, Greenland and possibly at Archangel. Route No. 5 would require construction at Mokwik and Route No. 6 may require some new construction in Siberia.
For more detailed information on construction required see Sub C.

Facility of Supply

9. While Route No. 1 would present no additional supply difficulty, Routes No. 2 and 3 and 4 would present difficult supply problems. Routes No. 5 and 6 also presenting supply problems are not as difficult to meet as the other routes.
For more detailed information on Facility of Supply see Sub D.

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Usable by Short Range Aircraft

10. Of the above Routes, Pursuit could use only Routes 2 a (through Spitzbergen), 3 a (through Franz Joseph Land) or 6 a (through Nome).

Good Weather

11. Routes 1, 2 and 3 would encounter bad weather both summer and winter between Greenland and Russia. Routes 4, 5 and 6 would encounter considerably less bad weather.

For more detailed weather see Tabs E, F, G, H and I.

Bases on Polar Ice

12. Investigation discloses that air bases have been and can be established on the Polar ice, but in the study of the above routes no necessity has been indicated that air bases would have to be established on the Polar ice, inasmuch as land areas are available for such bases.

II. Conclusion.

1. Preliminary studies indicate that one or more routes can be developed for the delivery of airplanes and supplies by air to Russia which will be more suitable than the present route across Africa.

2. From the standpoint of distance, security, construction requirements, facility of supply, usability by short range aircraft and weather, the most suitable route to develop is Route No. 6 and No. 6 a through Great Falls, Edmonton, Fairbanks, Nome and Kirensk to Moscow. The second best route to develop (for long range aircraft only) is Route No. 5 through Aklavik and Bulun. Either Route No. 5 or No. 6 are also the best routes from the United States to Asiatic Russia for use against the Japanese or for possible supply to China if authority for this is secured.

3. The most readily prepared route to European Russia would be Route No. 1 (extension of NE Ferry Route). This route involves a 2100 mile flight from Iceland to Archangel. As no heavy bombers are scheduled for delivery to Russia and medium bombers at the rate of only 12 per month, it appears inadvisable to establish the necessary facilities for only 12 planes per month, particularly as this route is subject to frequent unfavorable weather conditions.

4. The development of air routes through the vicinity of Spitzbergen and Franz Joseph Land should be avoided on account of bad weather, difficulty of construction and supply, and the likelihood of interdiction by the enemy.

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III. Action Recommended.

It is recommended:

1. That present efforts to establish a long and short range aircraft route through Nome and Siberia be continued with all possible haste. In the event that Russia denies the United States the authority to deliver planes through Siberia, then the effort should be continued to have Russian pilots accept delivery at Fairbanks.

2. That the defense of Alaska be considered in the light of the necessity of preventing interdiction by the Japanese of an Alaskan - Siberian air ferry route. (A study of this subject has been initiated in the Plans Division, Air Staff).

3. That a survey be made to determine the possibility of establishing a suitable airfield in the vicinity of Aklavik, Northwest Territory and the possibility of supplying Aklavik with aviation fuel from the oil fields in the vicinity of Fort Norman.

4. That present surveys be continued and such additional surveys as necessary be made to determine the feasibility of construction of airfields in the vicinity of Pond Inlet, Baffin Island; Craig Harbour, Ellesmere Island; Thule, Greenland, and Peary Land, Northeast Greenland. Such airfields would be used as bases for conducting reconnaissance flights in connection with the protection of the present (and only possible) short range air route to England.

5. That General Bradley's Russian Mission be instructed to secure information on the feasibility of establishing and supplying airfields on Franz Joseph Land, Novaya Zemlya, and Spitzbergen. It is not intended that these routes be developed at this time but the information is needed for any detailed study of Arctic air routes and would indicate enemy possibilities as well.

6. That General Bradley's Mission be instructed to secure information on the feasibility of establishing and supplying air bases at Khatanga and Bulun.

7. That effective reconnaissance patrols be developed in the unoccupied territory between the North American continent and the continents of Europe and Asia to prevent establishment by the enemy of advance bases for reconnaissance, sporadic raids and interdiction of our present and future lines of communication. It is suggested that patrols of Northern Greenland and Spitzbergen be operated out of Iceland until such time as other bases are developed. Specific requests should be made of Russia to keep us informed of any Axis operations in the vicinity of Franz Joseph Land and Novaya Zemlya.

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8. That if the above recommendations are approved in whole or in part, these papers be returned to Plans Division, Air Staff with comments, and instructions to take the action necessary to implement the approved recommendations.

O. A. Anderson
Col., G.S.C
Asst. Chief of Air Staff, Plans

Incls:
Tabs A thru I

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Route No. 3
Fargo, North Dakota
Churchill, Manitoba
Thule, Greenland
Franz Joseph Land
Archangel, Russia
Moscow, Russia

	1400
	1100
	600
	5550

Route No. 2
Fargo, North Dakota
Churchill, Manitoba
Thule, Greenland
Spitzbergen
Archangel, Russia (150 mi. off coast of Norway
Moscow, Russia

	850
	1400
	1250
	1050
	600
	5100

Route No. 2e (Pursuit)
Fargo, North Dakota
Churchill, Manitoba
Southampton Island, Northwest territories
Pond Inlet, Baffin Island
Thule, Greenland
Peary Land, Northeast Greenland
Spitzbergen
Novaya Zemlya
Archangel, Russia
Moscow, Russia

	850
	550
	580
	350
	600
	600
	750
	600
	600
	5630

Route No. 3
Fargo, North Dakota
Churchill, Manitoba
Thule, Greenland
Franz Joseph Land
Archangel, Russia
Moscow, Russia

	850
	1400
	1400
	1100
	600
	5350

Route No. 3e (Pursuit)
Fargo, North Dakota
Churchill, Manitoba
Southampton Island, Northwest Territories

	850
	550

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Edmonton, Alberta

Pond Inlet		580
Thule, Greenland		350
Peary Land, Northeast Greenland		600
FranzJoseph Land		750
Novya Zemlya		600
Archangel, Russia		600
Moscow, Russia		600
		5480

Route No. 4

Fargo, North Dakota		
Churchill, Manitoba	850	
Thule, Greenland	1400	
Khatanga, Siberia	2200	
Mirensk, Siberia	1000	5450
Krasnoyarsk, Siberia		500
Svendlovsk		1235
Moscow, Russia		895
		8080

Route No. 5

Great Falls, Montana		
Edmonton, Alberta	441	
Aklavik	1300	
Bulun, Siberia	2100	
Kirensk, Siberia	1050	4891
Krasnoyarsk, Siberia		500
Svendlovsk, Siberia		1235
Moscow, Russia		895
		7521

Route No. 6 and 6a (Pursuit)

Great Falls, Montana		
Edmonton, Alberta	441	
Ft. Nelson, British Columbia	538	
Whitehorse, Yukon	452	
Fairbanks, Alaska	490	
Nome, Alaska	525	
Anadyr, Siberia	510	
Markovo, Siberia	210	
Seilchain, Siberia	600	
Yakutsk, Siberia	650	
Olekminsk, Siberia	350	
Mirensk, Siberia	500	5266
Krasnoyarsk, Siberia		500
Svendlovsk, Siberia		1235
Moscow, Russia		895
		7896

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Conclusion:

1. The shortest routes to Moscow are Routes 1, 2 and 3 being in the neighborhood of 5000 miles. These routes are the continuation of the present Northeast Ferry Route and routes through Churchill to Archangel either through Spitzbergen or Franz Joseph Land.

2. The shortest routes to Mirensk in Asiatic Russia are Routes 4, 5 and 6 being in the neighborhood of 5000 miles. These routes are: No. 4 through Churchill, Thule and Khatanga, No. 5 through Aklavik and Bulun, and No. 6 through Nome and Yakutsk. Routes 4, 5 and 6 could be extended to Moscow by adding not to exceed 2650 miles.

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Security

1. Route No. 1. An extension of the present NS ferry route to Moscow via Archangel could be interdicted by the Axis. Axis occupation of Greenland, Iceland, Murmansk and Archangel are possible. Indications are that Germany may attempt to occupy Murmansk and Archangel in the near future to close the present Allied sea route to Russia. In such an event the air route could stage at some point further east such as Telviska. Occupation of or bombing raids on Iceland are possible but due to the necessity of maintaining Iceland as a staging point to England sufficient defenses must be assigned to Iceland to prohibit an occupation and to make bombing raids so costly as to preclude serious interruption of ferry traffic. New developments in anti-submarine equipment and technique indicate that it is improbable that Axis submarines will isolate Iceland and Greenland from supply sources.

2. Route No. 2. The route through Churchill, Thule, and over or into Spitzbergen to Archangel is secure as far as and including Thule. It is possible, however, for Germany to make sporadic raids on Thule from air bases which may now exist or may be established on the northeast coast of Greenland. Reports indicate that there is a German weather station on Spitzbergen. From Thule to Archangel is 2250 miles, and such a flight would pass over Spitzbergen. Germany could place an air base and anti-aircraft units on Spitzbergen, supply it from Norway, and attack our planes being flown over. If we were to establish an air base on Spitzbergen for our own use it would be subject to bombing and invasion from Norway (450 miles). A base on Spitzbergen would be difficult to supply from the United States. If such a base were constructed it would be more logical for it to be constructed, defended and supplied by Russia.

3. Route No. 3. The route through Churchill, Thule and Franz-Joseph Land to Archangel is secure to and including Thule except for possible raids on Thule from Northeast Greenland. It is believed that Franz-Joseph Land would be reasonably secure unless Germany should occupy Spitzbergen (450 miles). In this event Franz-Joseph Land would be subject to bombing or invasion.

4. Route No. 4. The route through Churchill, Thule, Knatanga and Kirensk is considered secure from enemy action except for possible raids on Thule from Northeast Greenland.

5. Route No. 5. The route from Great Falls through Aklavik, Bulun and Kirensk is considered secure at this time with little liklihood of enemy interference in the future.

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6. Route No. 6. The route from Great Falls through Nome to Yirensk is secure at the present, but it is subject to interdiction in the event of Japanese occupation of Alaska or parts of Siberia such as the northern Kamchatka Peninsula.

7. Route No. 7. The route through Miami, Natal, Accra and Basra is subject to interdiction along the present northern ferry route across Africa. It is not believed, however, that this route will be interdicted in the immediate future, but in the event it should be, the flight could be made across the new South African route adding 780 miles.

Conclusion:

1. Route No. 1 (extension of NW Ferry Route) is subject to possible interdiction in Greenland, Iceland and Archangel. Routes No. 3 (through or over Spitzbergen) and No. 3 (through Franz Joseph Land) are subject to possible interdiction at Thule, Spitzbergen or Franz Joseph Land and Archangel and possible sporadic raids at Thule. Route No. 4 (through Thule and Khatanga) is subject to possible sporadic raids at Thule. Route No. 5 (through Alaska and Siberia) is not subject to interdiction in the near future. Route No. 6 (through Nome) is not subject to interdiction now but will be in the event Japan occupies the west coast of Alaska or parts of Siberia. Route No. 7 is subject to interdiction across the present African route but a more southern African route is available.

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Construction

1. The extension of the present Northeast Ferry Route to include Archangel would require no new airdrome construction as no landing would be made between Iceland and Archangel. Improvements might have to be made at the airport at Archangel as information is not available as to its present suitability. In the event Germany rendered Archangel untenable an airport would have to be located or constructed in the general vicinity of Telviska. The use of this route for delivery to Moscow would increase the volume of traffic which might require additional construction in Greenland. It is thought that the completion of air fields now under construction in Iceland will suffice for the increased traffic.

2. The route from Fargo through Churchill and Thule to Archangel would require construction of an air base in the vicinity of Thule, Greenland or on Ellesmere Island near Craig Harbour. It is believed that a proper location can be found and plans have been made for a survey of this area during the summer of 1942. From Thule to Archangel is 2250 miles. This leg of the flight could be shortened by constructing an air base at Spitzbergen. From information available a suitable location can probably be found. From a logistical and defense standpoint it is believed more practical for such construction to be undertaken by Russia. This route could be made available to pursuit planes by the addition of air bases at Southampton Island; Pond Inlet, Baffin Island; Peary Land, Northeast Greenland; Spitzbergen; and Novaya Zemlya. A location has already been found at Southampton Island and a field is planned for construction in connection with another route. Plans have been made for a survey of the vicinity of Pond Inlet for a suitable location. Plans have been made for a survey flight over Peary Land. From information available it is believed that a location could be found and an air base constructed on Spitzbergen and on Novaya Zemlya. It is considered more practical for the construction at these latter two locations to be assumed by Russia.

3. The route through Churchill, Thule and Franz-Joseph Land rather than Spitzbergen would require the new bases at Thule and Franz-Joseph Land. It is believed that construction at Franz-Joseph Land would present approximately the same problems as on Spitzbergen with less exposure to attack during construction. This route could also be made a pursuit route by constructing additional air bases at Southampton Island, Pond Inlet, Peary Land and Novaya Zemlya.

4. The route through Churchill, Thule, Khatanga and Kivensk would require new bases at Thule and probably Khatanga as available records do

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not indicate any airports in the vicinity of Khatanga but do show a field at Rivensk.

5. The Aklavik-Bulun route would require construction of a base at Aklavik. Aerial photographs have been requested of the area surrounding Aklavik. There are several air fields in the vicinity of Bulun.

6. On the Great Falls - Nome - Nivinsk route fields are under construction through Canada and Alaska. A mission is now at Moscow for the purpose of securing authority for this ferry route and to arrange for the necessary construction.

7. The Miami - Accra - Basra route is in operation and would require no new construction.

Conclusion:

1. Route No. 1 (extension of N.E. Ferry Route) would require no new construction unless present facilities at Archangel are proven unsuitable. Supplies can reach Archangel by railroad. The flight from Iceland to Archangel can be made only by planes capable of a 2100 mile flight. Routes No. 2 (through Spitzbergen) and No. 3 (through Franz Joseph Land) would require airdrome construction at Thule and Spitzbergen or Franz Joseph Land. It is believed that airfield sites can be found at all three places, and construction would be difficult but not impossible. To make either Route No. 2 or No. 3 a Pursuit route additional airfields would have to be constructed at Southampton Island, Pond Inlet, Peary Land and Novaya Zemlya. Construction is planned for an airfield at Southampton Island. Information has been requested on Pond Inlet. Construction at either Peary Land or Novaya Zemlya would be difficult but probably not impossible. Route No. 4 (through Thule and Khatanga) would require construction at both of these points. Surveys of the Thule area have been directed, but information as to construction possibilities at Khatanga would have to be secured from Russia. Route No. 5 (through Aklavik and Bulun) would require construction at Aklavik which is believed feasible. Reports indicate several airfields in the vicinity of Bulun. Route No. 6 (through Nome) is now being improved through Canada and Alaska. A survey is under way now of the Russian facilities.

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Supply

1. The Presque Isle - Iceland - Archangel route would present no major difficulties in supply as these points are now being supplied. The amount of supplies and storage facilities would have to be increased.

2. For the Churchill - Thule - Spitzbergen - Archangel route supplies could be delivered to Churchill by rail. Thule or Ellesmere Island would have to be supplied by surface craft during about six weeks in summer due to ice conditions, otherwise by air. Spitzbergen would be open to water transportation somewhat longer than Thule but surface vessels would be subject to attack by Axis sea or air forces. Archangel could be supplied by rail from Moscow. In the event Archangel were rendered untenable, a terminal in the vicinity of Telviska would be more difficult to supply. If this route were to be used by pursuit, supplies would be put into Southampton Island by boat during about two months of the summer, or by air. Pond Inlet in many years can be supplied by boat during only about two or three weeks of the year, otherwise by air. Peary Land would have to be supplied by air unless surveys would show the feasibility of a tractor train route from Thule. Novya Zemlya could be supplied by boat from Russia during several months of the summer.

3. The Churchill - Thule - Franz Joseph Land - Archangel route presents the same supply problems as the route through Spitzbergen except that Franz Joseph Land is accessible by boat only about six weeks during the summer.

4. The Churchill - Thule - Khatanga - Kirensk route would require air supply to Thule or by sea during six weeks of open water. Khatanga would probably have to be supplied by sea during three summer months. Kirensk could be supplied by rail and road.

5. On the Aklavik - Bulun route supplies could be placed in Aklavik almost the year round by boat or ice sleds on the MacKenzie River, or during the summer months by sea, unless interdicted by the Japanese. It is believed that the oil fields at Ft. Norman supply a high grade oil that will produce 100 octane gasoline. A refining plant could be established near the wells and gasoline sent down the Mackenzie to Aklavik. Bulun could be supplied by sea for about three months each summer or by rail, and highway from European Russia and thence via the Lena River or road to Bulun.

6. The Great Falls - None - Kirensk route is now under study by

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a mission in Moscow. It is believed that bombers could fly from Nome to Yakutsk at which point gas would be brought from European Russia by rail and highway. The supplying of Nome during the summer would be by sea which might suffer interdiction by the Japanese. Another method of supplying Nome in the summer is by the Yukon to its delta thence across Norton Sound, or down the Yukon to Kalteg thence by tractor train to Unalakleet for transshipment to Nome. Supplying Nome in the winter is quite difficult except by air. To make this a feasible pursuit route, supplies, including gasoline, would have to be flown from Alaska to Anadyr and Markovo. From Yakutsk supplies, including gas, would have to be flown to Kolymisk or Selicham. The Air Transport Command is making a study of this subject at the present time.

7. Supplying the Miami - Accra - Basra route presents no unusual difficulties except possible interdiction by the enemy in accordance with the turn of events in Africa and the Middle East.

Conclusion:

1. Route No. 1 (extension of N.S. Ferry Route) would present no additional supply difficulties. Route No. 2 (through Spitzbergen) and Route No. 3 (through Franz Joseph Land) would require supplying Thule (or Ellesmere Island) by air or during six weeks open water by boat. Spitzbergen could be supplied by boat for about two or three months each year and Franz Joseph Land by boat for probably six weeks a year. Supplies to both places could best be routed From Russia. Those to Spitzbergen especially would be subject to interdiction by German aircraft in Norway. If either Route No. 2 or No. 3 were made a Pursuit Route supplies would have to be delivered to Southampton Island by air or by boat during a two months period of open water. Supplies to Bond Inlet would go by air or by boat during three weeks of open water. An airfield on Peary Land would be supplied by air or possibly by sled train from Thule. A pursuit route would involve supplying Novya Zemlya by air or by boat during about two months of open water. Route No. 4 (through Thule and Khatanga) would involve supplying Thule and Khatanga. Khatanga would probably have to be supplied by boat during a three months period. Route No. 5 (through Aklavik and Fulun) would have reasonable supply facilities. Route No. 6 (through Nome) presents only minor supply difficulties for long range aircraft, but involves supply by air for probably three airfields for Pursuit use. A survey of this route is now being made. Route No. 7 (across Africa) presents no supply problems other than the long routes and possible interdiction depending upon the outcome of present campaigns.

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Weather

A. General.

1. The principal weather hazards to be encountered in flying in the Polar or Arctic regions are found in the vicinity of the Arctic fronts caused by the meeting of dry Arctic air masses with the relatively warm moist Polar air masses moving northward into the Arctic region.

2. In the winter this Arctic front divides into two sections: The Atlantic Arctic front, which in its mean position extends from Iceland to Novya Zemlya to the Taimyr Peninsula and fades out about the 150th East longitude; and the Pacific Arctic front which extends in its mean position from the western-most Aleutian Islands to Bristol Bay and along the south and southeast coasts of Alaska. Frontal characteristics will also develop intermittently in northern Canada at approximately the 70th parallel.

3. [illegible] summer a single Arctic front extends from Iceland [illegible] northern Norway and extreme northern portions of European Russia and north western Siberia and fades out at approximately the 140th East longitude. Cyclonic storms along these fronts are most frequent between Iceland and Novya Zemlya. The attendant weather phenomena with the exception of surface fog, are the principal hazards to flying across the Arctic. They include gales, very low ceilings and visibilities and severe icing conditions.

4. Cloudiness is least during the winter and greatest during the summer. Stratus clouds along the coasts near Arctic fronts in the summer will average approximately 600 feet.

5. Visibility is generally good in Arctic regions except when limited by precipitation or fog. Shallow radiation fogs are frequent in the winter over or near water. In the summer fogs are frequent in the Arctic region occurring from 15 to 20 days per month to as high as 30 days in some areas in adverse years. They form wherever warm air blows across cold water, and are most persistent between the north coast of Norway and the Taimyr Peninsula. Icing occurs frequently in all seasons of the year.

B. Weather estimates on Proposed Routes.

1. The Presque Isle - Iceland - Archangel route will pass through the Atlantic Arctic front in both winter and summer.

2. The Churchill - Thule - Spitzbergen - Archangel route passes through the Atlantic Arctic front both winter and summer.

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3. The Churchill - Thule - Franz Joseph Land - Archangel route passes through the Atlantic Arctic front both winter and summer with less cloudiness in winter over Franz Joseph Land than over Spitzbergen. In the summer fog is very likely over Franz Joseph Land and Barents Sea.

4. The Churchill - Thule - Khatanga route passes through the weaker parts of the Atlantic Arctic front both winter and summer. This route involves a very long flight across the Pole in complete darkness in the winter. It also involves a long over-ocean hop. It is subject to an occasional front condition south of Pond Inlet.

5. The Aklavik - Bulun route passes through the weakest part of the Atlantic Arctic front in both summer and winter. It is also subject to an occasional front condition near Aklavik. Although in the winter this route avoids the shallow fogs over Yakutsk it involves a long ocean flight. In the summer fog conditions over the ocean are likely as well as ground fog at Bulun.

6. The Nome - Kirensk route avoids both the Atlantic and Pacific Arctic fronts both summer and winter. In the summer, however, there are likely to be shallow fogs in the Yakutsk area.

7. No comparative study has been made of the Miami-Accra - Basra route.

C. Comparison of Weather on Proposed Routes.

1. A comparison of weather on the various routes is shown on the attached chart.

Conclusion:

1. Routes No. 1 (extension of B.O.A.C. Ferry Route), No. 2 (through Spitzbergen) and No. 3 (through Franz Joseph Land) all pass through the Atlantic Arctic Front in both winter and summer and are subject to the bad weather inherent in these fronts. Route No. 4 (through Thule and Khatanga) passes through these same fronts but at weaker areas in the fronts. Route No. 5 (through Aklavik and Bulun) passes through the weakest part of the Atlantic Arctic Front both summer and winter. Route No. 6 (through Nome) has the best year around weather of any of the routes.

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Comparison of Routes Based on Weather

Route	6	5	4	3	2	A*
Season - Late Autumn, Winter, Spring Rating .....**	1.50	1.75	1.25	1.25	1.25	1.00
Season - Summer, Early Autumn Rating .....**	1.50	1.25	1.00	1.00	1.00	1.00
Limitations -						
Winter season	Shallow radiation fogs Yakutsk area	Stratus clouds Central Alaska	Long hop over Arctic Ocean in complete darkness	Arctic Front Barents Sea	Arctic Front Barents Sea	Polar front North Atlantic
		Shallow radiation fogs Lower Mackenzie	Sea fog over Arctic Ocean in open water of Arctic Ocean	Sea fog in Barents Sea	Sea fog in Barents Sea	Sea fog in North Atlantic Ocean

*Route A is present N.E. Ferry Route
**Ratings estimated with the N.E. Ferry Route used as a basis of 1.00

Route A - Presue Isle - Bluie West One - Iceland - Renfrew
Route 2 - Fargo - Thule - Spitzbergen - Archangel - Moscow
Route 3 - Fargo - Thule - FranzJoseph Land - Archangel - Moscow
Route 4 - Fargo - Thule - Khatanga - Kirensk
Route 5 - Great Falls - Aklavik - Bulun - Kirensk
Route 6 - Great Falls - Fairbanks - Nome - Yakutsk - Kirensk

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8/28/42

Satisfactory progress is being made in the establishment of a station for rescue and weather reporting purposes on the Greenland ice-cap. The location selected for this station is approximately on the line of flight between Blue West 1 and Blue East 2 and is only a short distance from the line of flight between Blue West 3 and Blue East 2. The area over which the ascent of the ice-cap is being made was determined to be the most practicable for the purpose on either coast of Greenland up to latitude 65° N. A beach-head station has already been established and the work of moving cargo from the beach to the surface of the ice-cap is progressing. Another rescue station is being planned for one of the B-17's which came down on the ice-cap on the east coast of Greenland.

W. A. G.

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September 4, 1942

MEMORANDUM FOR COLONEL GLANTZBERG:

Subject: Comments upon the establishment of Task Force 4998A

1. Loading at Boston port of embarkation. The loading of equipment at the Boston port of embarkation on the S.S. Chatham was very poorly done. A request was made of the Port officials that all of the gear for the Task Force be loaded in such a fashion that it come off the Chatham at its destination without delay. This was felt necessary because it appeared that the Task Force might be needed for immediate rescue operations upon arrival. Upon arrival at B.W. 1, it took exactly one week to unload the Chatham and the equipment and supplies for 4998A were the last to come off. The equipment had been stored in every part of the ship. Some of it was lost, either with that of other units destined for other ports or it may never have been loaded. The cooperation by some of those in charge of unloading at B.W. 1 was passive although every effort was made to impress upon them the urgency of our mission and the importance of the time element. In connection with the loading of supplies, it should be noted that Captain Sherwin of the Port Air Office, Boston port of embarkation, was most cooperative and helpful and that all equipment for 4998A which came into the port of embarkation through the Air Corps was properly taken care of and loaded.

2. Importance of time. The directive for the establishment of the stations was issued after the parties should have been in the field. The important months of the summer were spent in making preliminary plans and the period from the 25th of June to July 15 which was given as the sailing date was entirely inadequate to make as careful preparations as were necessary to insure the success of this type of venture. At least six months to a year is necessary to make proper provisions for all phases of the type of activity with which Task Force 4998A was charged. After the middle of September it will be practically impossible to make any progress such as hauling cargo on the surface of the ice cap. It is recognized, however, that the exigencies of war do not always provide for the time

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element. However, plans for any similar project in the future should be well formulated by the month of January in order that there will be sufficient time for the ordering of supplies and the selection of personnel.

3. Personnel. Officer and enlisted personnel for any isolated station should be selected with the utmost care. Precautions should be taken to select only those who are emotionally and neurotically stable, who have no worries and have the ability to live with others as well as with themselves. Generally speaking, men between the ages of twenty-eight and thirty-eight are preferred. The parties need not consist only of men who have had extensive Arctic experience for under many conditions the need of Arctic experience is highly over-emphasized. It is desirable, however, to have as a member of each group that is to live in an isolated station at least one person of mature judgment who has had experience in the Arctic. Some thought might be given to the establishment of a personnel induction center where those who are to be sent to these northern stations may go through a brief preliminary training period. This training period would serve the added purpose of making it possible to eliminate all undesirables. The need of anyone going into the Arctic being in good physical shape is so obvious it hardly needs to be noted except for the fact that there have been obvious instances in which men who should have been physically disqualified were sent to these stations. Several illustrations of neglect in this matter could be easily supplied.

4. Organizing small detachments. Through the use of Tables of Basic Allowances and other formulae, large groups could be sent into the field very expeditiously. Special projects involving highly specialized equipment and personnel create a somewhat different problem for it is not possible to provide for them through a table of allowances. For instance, Task Force 4998A was required to take supplies for which there was no need and which under ordinary circumstances would have been a burden. Inasmuch as the group was able to work out of the Greenland Base Command, ~~most~~ all of the excess was left at "Blüie West 1". In other instances, however, these excesses would have been a serious handicap. During the establishment of the Crystal Stations, the same difficulty was encountered. Under the circumstances, it would seem well if each branch of the service had some means for providing for small groups making it possible to deviate from the normal channels of procedure. It is also quite obvious that the organization and the establishment of small stations require the attention of somebody who is in a position to follow the project through from its inception to its termination.

W. S. CARLSON
Major, A. C.

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MEMORANDUM FOR COLONEL GLANTZBERG:

Subject: Greenland.

1. Since the early spring of this year, there have been two operating air fields situated on the west coast of Greenland known as "Bluie West 1" and "Bluie West 8", located respectively near Julianahaab and Hoelteinsborg (Sondre Strom Fjord). Since that time, there has been a steadily increasing amount of air traffic which, in the beginning, consisted primarily of C-47's and B-24's and B-17's. Recently, there have been numerous formation flights of B-17's and P-38's flying together, fully manned and equipped, for combat operations upon their arrival in England. These formation flights are in connection with the so-called Bolero Movement, instituted partly as an experimental measure, partly as an important means of getting necessary aircraft to England. The importance of Greenland in connection with these flights need not be emphasized, particularly as it enables short-range ships like the P-38's to "gas up" and make the flight in stages, saving valuable stowage space on surface ships for other cargo.

2. With the early spring, a Naval air detachment consisting of six Catalinas has been stationed in south and west Greenland. These planes have played an important part not only in connection with patrol work but also in connection with aerial survey and reconnaissance as a means to investigate further proposed areas for landing field operations and to investigate possible enemy activity. Recently, they have assumed an additional burden and executed it splendidly; namely, in the matter of rescue of planes which have been forced down due to bad weather and faulty navigation on the Greenland ice cap.

3. The area which received frequent attention during the summer from these PBY ships has been the east coast, where until very recently no possible landing areas were discovered. However, there now has been found an area which is situated at a place called Ikateq near Angmagssalik Fjord, and, where at the present time, two surface ships, the SS DORCHESTER and SS ALCOA PILOT are discharging heavy machinery and personnel for grading operations which will be necessary before the field can be put in operation. With good luck, an adequate air field will be available to planes, for emergency landings at least,

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by November.

4. Somewhat obvious difficulties have hindered flight operations. These have been principally weather, mountainous terrain, ice, and radio aids to navigation. The matter of supplies, i. e., fuel, provisions, stores, etc., can be taken care of only in the summer months by surface vessels, but with the development of the C-47 type cargo planes it is now possible to get essential materials into Greenland at any time during the year. The bases of "Bluie 8" and Bluie West 1" are well-supplied with personnel and material in connection with these plane movements, and, with complete equipment, experienced personnel are doing a truly remarkable job. The matter of weather, communications, and radio aids to navigation, however, are still a major problem, although much information has been learned from this area during the last year.

5. On the whole, the weather in Greenland is better than would be imagined for flying. Actual statistics on the percentage of clear days is not known by this officer, but I should judge that roughly during the winter time at "Bluie West 1" and "Bluie West 8" sixty per cent of the days can be flown safely by experienced pilots with a knowledge of instrument flying, and 30 per cent of the days can be flown with unlimited ceiling and visibility. In the summer time there seems to be more overcast and more coastal fogs which make flying more hazardous, which is particularly true around Cape Fairwell, and frequently the "Bluie West 8" field has had to be used where "Bluie West 1" was closed in - the weather seems to be better the further north one goes. On the east coast winter conditions are not as favorable in that there seems to be many more days when there is a high overcast. However, from early May through August the weather has been splendid except along the extreme coast where there has been convection fog which has obstructed these areas, particularly at night.

6. Communications and radio aids have been obstructed by high frequency fades and unpredictable skip distances. It has been the experience that frequently high frequency radio operation is of no use, but in these cases intermediate frequency has been good. In addition, it has been determined that planes have been lost due to personnel being inexperienced in Arctic radio operation. That condition, however, is being improved rapidly. Radio aids have not proved very reliable. The loop ranges which have been set up at key points have not been satisfactory. Their range legs have been bent, and there have been many multiple cones of silence which, to any but the most experienced pilots, means hazardous flying. In a country where there is a relatively high proportion of overcast, radio aids are of the utmost importance, and I personally believe that this area cannot be considered safe for flying until further research has enabled us to install equipment which will give more reliable operation. However, in the emergency of the war, we can absolve the loss of ships and personnel, which becomes almost a negligible factor, when it is realized that a

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tremendous number of planes can conceivably reach the other side through this country.

7. It is intended to develop this Greenland area still further. Already emergency fields have been located on the west coast in addition to the operations fields at "Bluie 8" and "Bluie 1" and it is hoped that with further reconnaissance this winter similar areas will be located both on the southeast coast and northeast coast. Southeast Greenland, however, is very rugged and it may not be possible to develop anything there, but in northeast Greenland, starting from Scoresby Sound north, there are known areas where planes could put down and take off again.

8. The ice cap which covers an area nearly a quarter the size of the United States is, for the most part, a dome-like mass covered with ~~made~~ snow which builds up to 10,000 feet near the center of the Island. Planes cannot land on the ice cap and expect to take off again, except with specially designed skiis. Experience has shown, nevertheless, that planes can be put down there in an emergency and the lives of the pilots can be saved. Planes doing this must land wheels up and, consequently, are lost.

9. In connection with the proposed expansion of this Greenland effort, it is known that there will be an increased number of weather stations set up, both on the east and west coasts and, at this time, a small party is traveling over the ice cap from a place near Angmagssalik on the east coast in the hope that they may be able to transport sufficient materiel and personnel to establish winter camps for the purpose of furnishing weather reports to the air sites and for the additional task of organizing rescue work to planes forced down on the cap. In northeast Greenland from Scoresby Sound north there is still a tremendous amount to do and it is important that extensive reconnaissance be conducted just as soon as possible in that area. This is necessary both for the purpose of establishing staging fields for planes that may fly to Russia via Sptizbergen and to England via Iceland and to investigate possible enemy activity. A glance at a gnomonic chart of the north polar regions shows that northeast Greenland is within easy range of the Norway coast, and from Intelligence it is known that the Germans have commissioned powerful ice breakers which could travel to northeast Greenland even in the middle of winter where we know they are anxious to establish not only weather stations but conceivably operational landing fields. At the present time only occasional flights have been made over the area. However, the Coast Guard has operated in northeast Greenland for the last two summers and has organized in that area a dog sledge patrol which is conducted by Danish hunters and trappers who have been living in that area for a number of years. The integrity of the personnel conducting this sledge patrol cannot be known definitely and for that reason very probably

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the NORTHLAND and the NORTH STAR, which are now operating in that area, may evacuate this foreign personnel and substitute it with Americans.

10. There has been some enemy activity up in Greenland during the last year. German four-motored heavy bombardment planes have flown over northeast Greenland on two occasions, though solely for reconnaissance purposes. Additional reports have come in, though they have not been confirmed. At no time, however, have bombs been dropped. Submarines are known to be operating both in Denmark and Davis Straits, primarily for the purpose of reconnaissance. They are known t be lying on the great circle route for planes, which is north of the route utilized by surface vessels. These submarines have repeatedly interfered with communications and, in fact, in one instance, they may have utilized our codes to mislead flight operations.

11. I am only partially acquainted with what steps have been taken in connection with the defense of Greenland other than establishment of small coast artillery and infantry units both at "Bluie 1" and "Bluie 8" and presumably when the east coast fields are opened they will be similarly equipped.

12. Speaking generally, I believe that Greenland will not receive any major at ack unless Iceland is "knocked out". I do feel that when it is realized by the enemy that many planes are flying the northern route via Greenland and Iceland they will take measures to at least retard operations in Iceland. Greenland now has and will have more dispersion fields and the distance from Norway is such that only the heavy long-range type ships can operate.

13. Iceland, on the other hand, is considerably nearer to enemy airfields and is at a great disadvantage by being smaller. The success of the northern route is entirely dependent upon Iceland's being able to function continuously.

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August 29, 1942.

MEMORANDUM FOR COLONEL GRANTZBERG:

Subject: **Major Carlson's Trip to Greenland.**

1. Northeast Greenland Sledge Patrol. At present a northeast Greenland sledge patrol consisting of about twelve Danes who operate roughly between Scoresby Sound and Dove Bay in latitude 77° North on the east coast of Greenland is organized for the purpose of reporting any enemy ground activity as well as aircraft in the area under consideration. Periodic weather reports are also sent from Scoresby Sound and Eskimonaes. The patrol is paid by the Greenland Government out of funds provided by the Army through the American Consul in Greenland. There has been some expression of dissatisfaction with the present arrangement, as well as speculation as to the value of the patrol as it now exists. The matter has been a subject of discussion on several occasions and it has been suggested that the patrol be amplified by American personnel. The American consul in Greenland, and the Greenland Base Commander (both Col. Mosley and Col. Wimsatt) have expressed a desire to have military personnel participate in the patrol. It is for this purpose that the Greenland Base Command has selected as its leader in the project Lt. F. E. Crockett, USNR, who, during the past year, has been Commanding Officer at BE2. Lt. Crockett will have two or possibly three competent explorers join the party and will coordinate his activities with the Danes already engaged in the patrol. In addition, it is hoped that Lt. Crockett will be able to investigate the several sites where it is reported there are good landing areas for wheeled aircraft.

2. Thule Survey. COMTASK 24 promised the use of a vessel and a Naval pilot for a ~~certain~~ surface survey of the Thule area. SOPA Greenland released the schooner Nanuk for this mission. Comtask 24, however, refused the use of a PBY unless authority for its use could be obtained through the Navy Department in Washington. Col. Balchen, Commanding Officer BW8, felt that he was ~~not~~ in a position to commandeer one of the PBY's at his station.

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3. Navy Plans. The Greenland Base Commander is deeply concerned about the Navy plans for expansion in Greenland. The Chief of Staff of Comtask 24 spent about ten days investigating the facilities of the Greenland Base Command. During his visit it was announced that the Navy was withdrawing the 6 PBY's now stationed in Greenland and substituting for them land planes. There is a good deal of grousing by the Naval officers about their part in rescue operations, which they insist should be the function of the Army Air Forces. When an explanation was requested for their refusal to relinquish a PBY for the Thule survey, the Greenland Base Commander was told that this was not possible because the PBY's were in Greenland for patrol duties. It is the understanding of the Greenland Base Commander that the PBY's were sent to Greenland to assist with rescue in connection with the Bolero movement and not for patrol purposes. Capt. Ed Smith of the U.S. Coast Guard is of the opinion that the Greenland set-up is quite unique because of the Army's reliance on the Navy for transportation between various stations. He consequently feels that Greenland should come under Naval control. The Chief of Staff for Comtask 24 has requested the construction of ten barracks at BW 1 to house 200 enlisted men and 50 officers. Capt. Smith is proceeding with the selection of suitable barracks under the assumption that there is no longer any question of approval. OPD indicates that no request for construction has come through channels and the Commanding Officer, Greenland Base Command, is insistent that Army construction must be provided for first. Col. Dunn, Corps of Engineers, North Atlantic Division, is reported to oppose the Navy construction. A-3 furthermore reports that twelve B-25's are being sent to Greenland. This should make it possible to remove the Navy planes from Greenland on the scheduled date, November 1st.

4. Salvage Operations. Concurrently with the establishment of an ice-cap station, equipment will be salvaged from the planes on the ice-cap. This seems entirely feasible, since the salvaged equipment will be removed on sledges which would otherwise be empty making return trips to the beach-head from which ice-cap cargo is being transported. Major Vaughn is in charge of this phase of the work.

5. Clearing Snow at Goose Bay. The Canadians are accustomed to rolling snow-covered runways, whereas U.S. flyers perfer to have the snow removed. If no decision has been reached concerning the division of responsibility for attending to the clearing of runways at Goose Bay, this matter might be given some consideration.

6. Glider Planes. Since it was determined that it is impracticable to land on the Greenland ice-cap with wheeled aircraft and since there is no suitable ski-wheel combination for cargo-carrying planes, some consideration might be given to the establishment of ice-cap stations by using glider planes. This matter will be given some study.

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7. Rescue Ships. There is a ship stationed at the mouth of the fiord leading to BW1 and another at the mouth of the fiord leading to BW8. These ships are placed in these locations for two purposes, first, as markers to enable pilots to identify the fiords and second, to assist in the rescue of pilots who may come down in Davis Straits. With the completion of the radio ranges at the localities at which the ships are now stationed, their first purpose is hardly required any longer. The use of the ships at these particular localities to effect rescues seems hardly justifiable. The matter of relieving these ships for other more important duties is worthy of some thought.

8. Weather Studies. There seems to be a general impression that the weather at BW1 is inferior to that at BW8. This impression is being used to promote the expansion of BW8, although it is removed from the main line of traffic between Goose Bay and Iceland. Statements concerning the relative superiorities of the one station over the other have never been substantiated objectively. It would seem desirable, therefore, that before construction be permitted at either station at the expense of the other that an objective study of the records gathered during the past year be made.

9. Rescue Operations. The Greenland Base Command has been handicapped in its rescue operations by not having suitable packs and parachutes with which food and other supplies can be dropped to personnel stranded on the ice-cap. This problem is being given some study.

10. Housing for Small Detachments. The Greenland Base Command has not been kept informed about progress in a plan for housing weather detachments scheduled for Scoresby Sound, Skjoldungen, Prince Christian Sound, Godhaab, and Godhavn.

11. Mail. The morale of the men in isolated stations will rapidly deteriorate when mail service is poor. There are numerous complaints about poor mail service, despite the great number of planes flying to Greenland. It is the sentiment of the Greenland Base Commander that some competent officer should be assigned to ironing out this difficulty.

12. Deterioration of Soldier Health. The Greenland Base Commander is much concerned about deterioration evident in the health of many of the enlisted men who have been in Greenland for as long as fourteen months. The restricted diet under which many of the men have lived seems to have affected the teeth of the soldiers especially. Consequently, the Greenland Base Commander is hopeful that some plan by which men can be relieved periodically be devised.

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13. ANS Service. The Greenland Base Commander is still very insistent that an ANS expert be sent to Greenland to advise him. An ASW unit spent last winter there and were removed this summer against the wishes of the Base Command. The Base Commander is of the opinion that some aircraft warning service can and must be provided for this station.

William S. Carlson,
Major, Air Corps.

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May 22 1942

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: North Atlantic Ferrying Route.

I. Discussion.

1. The Commanding General, Army Air Forces, has completed an investigation of the air facilities required for the use by all types of aircraft in the movement of air units between the United States and Great Britain. The Canadian Air Ministry and other appropriate departments of the Canadian Government have been consulted regarding that portion of the route passing through Canada. The route proposed is indicated on the attached map (Incl. 1).

2. The period available for construction of installations on this route is limited due to ice conditions and it is urgent that authority and preparations be initiated at once. It is considered that negotiations regarding construction in Canada should be formally undertaken by the Joint United States-Canada Defense Board. The United States will construct the additional facilities in Greenland and Iceland.

II. Action recommended.

The Chief of Staff directs:

1. That a project for the development and construction of additional air facilities between the United States and Great Britain be approved and due to the time element involved be given the highest priority.

2. That the Commanding General, Army Air Forces, be charged with determining the requirements of the ferrying route. (Tab. A)

3. That the Commanding General, Service of Supply, be charged with the construction and installation of the facilities determined by the Commanding General, Army Air Forces. (Tab. B)

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4. That the Senior Member, Joint United States-Canada Defense Board be directed to initiate pertinent negotiations with the Canadian Government immediately. (Tab C)

5. That the Navy Department be requested to assist in the establishment of the facilities. (Tab D)

6. That this memorandum be returned to the Commanding General, Army Air Forces, for further necessary action.

Concurrence: A.C. of S.,OPD(StCS)
Com. Gen., SOS(WWS)

/s/ H H Arnold
H. H. ARNOLD,
Lieut. General, U. S. A.,
Commanding General, Army Air Forces.

Incls- Incl. 1
Tabs A,B,C & D.

May 24 1942

APPROVED
By order of the Secretary of War
JOSEPH T. McNARNEY
Deputy Chief of Staff

/s/ O L Nelson
By O. L. NELSON
Lt. Col. G.S.C., Asst. Sec. W.D.G.S.

NOTED-DEPUTY CHIEF OF STAFF OLN

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May 24 1942

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

Subject: North Atlantic Ferry Routes.

1. The Chief of Staff approves the project for the development and construction of additional air facilities between the United States and Great Britain.

2. The Chief of Staff charges the Commanding General, Army Air Forces, with determining the requirements of the ferrying route and the development thereof.

3. You will advise the Commanding General, Services of Supply, and the Senior Army Member, Permanent Joint Defense Board, United States-Canada, of your requirements at the earliest practicable time.

/s/ Joseph T. McNarney
Deputy Chief of Staff.

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May 24 1942

MEMORANDUM FOR THE COMMANDING GENERAL, SERVICES OF SUPPLY:

Subject: North Atlantic Ferry Routes.

1. The Chief of Staff approves the recommendation of the Commanding General, Army Air Forces, that immediate action be initiated to expedite and develop, at the earliest possible moment, additional air routes to Great Britain that will support the movement of the entire Army Air Forces airplane requirements destined for that theater.

2. This matter is very urgent; it must be thought of in terms of weeks and not years; every possible expedient must be visualized and utilized in order to complete this project in the minimum time.

3. It is directed that your agency undertake construction of the route immediately. The Commanding General, Army Air Forces, has been charged with determining the requirements for the establishment of the route.

4. You are authorized to make direct contact with the Navy Department for consultation and any assistance which will aid in the rapid and successful completion of this project.

5. The Senior Army Member, Permanent Joint Board for Defense, U.S.-Canada (General Embick) has been instructed to initiate negotiations with the Canadian authorities.

6. The inclosed map indicates the scope of the proposed air routes.

(Sgd) JOSEPH T. McNARNEY

Chief of Staff.

Incl.
Map of proposed route.

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May 24 1942

MEMORANDUM FOR SENIOR ARMY MEMBER, PERMANENT JOINT BOARD FOR DEFENSE, U.S.-CANADA:

Subject: North Atlantic Ferry Routes.

1. The Chief of Staff approves the project for the development and construction of additional air facilities between the United States and Greenland.

2. It is desired that you initiate without delay pertinent negotiations with the Canadian Government concerning authorization and responsibility for the construction and installation of the facilities as determined by the Commanding General, Army Air Forces.

(Sgd) JOSEPH T. McNARNEY

Chief of Staff.

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May 25 1942

SUBJECT: North Atlantic Ferry Routes.

TO: The Secretary of the Navy.

1. The War Department has initiated action to expedite and develop at the earliest possible moment air routes to Great Britain capable of supporting the movement of the entire Army Air Forces requirements intended for that theater.

2. The Secretary of War, recognizing the great urgency of this matter, requests as direct assistance of the Navy Department as is consistent with its combat duties and yet insure the success of this project.

3. It is suggested that you designate representatives to consult with the Commanding General, Army Air Forces, for a determination of Naval requirements.

/s/ HENRY L. STIMSON

Secretary of War

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Proposed Weather Reporting Stations on Crimson Route.

FLG/jw 2842

1942

4. AF/S/O Memo 9/1 2. Establishment of the Weather Stations recommended, Comment No. 2, is approved and these stations will be established in accordance with Memorandum for the Commanding General, Army Air Forces, Subject: North Atlantic Ferry Route, Sep 25, 1942.

C. A. ANDERSON
Colonel, G.S.C.

Incl. n/c

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Subject: Proposed Weather Reporting Stations on Crimson Route.

1. AFTSC cont'd. AFAEP thru AFTSC AFATC 1942 8/31 will be requested at the proper time. The present requirements envisage only winter operation with medium and heavy bomber movements.

D. Z. S.
Colonel, A. C.
Director of Weather.

2 Attachments:
Attach #1 cy Memo. May 24, 1942 to CG, AAF.
Attach #2 cy Memo. May 24, 1942 to CG, Servide of Supply

1 Enclosure:
Map of Proposed Weather Stations along the Crimson Route. (with cy only)

WLA/mes 817 ext.517

2. AFTSC (P-2) AFATC

Noted

A. W. MAYBURGER
Colonel, Air Corps

MMA/bgh 73018

1. AFATC AFAEP 1942 9/1

1. Noted.

2. Recommend approval of installations and personnel covered in comment No. 1.

HAROLD L. GEORGE,
Major General, U.S.A.,
Commanding.

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SUBJECT: Proposed Weather Reporting Stations on Crimson Route.

1. AFTSW [illegible] 1942
JAB/rl 8-31

1. Attached hereto are copies of letters from the Deputy Chief of Staff, dated May 24, 1942, subject: North Atlantic Ferry Routes, and addressed to CG, AAF and CG, SOS.

2. To provide adequate weather service for the Crimson Route from The Pas to Churchill, Southampton, and Crystal II, it is requested that a directive be issued for the establishment of weather observing stations at the following places:

LOCATION	WEATHER OBSERVERS	RADIO OPERATORS
Repulse Bay	4	2
Cape Fullerton	4	2
Caribon Lake	4	2
East Hope Lake	4	2
Amadjuak	4	2
Lake Harbour	3	1
Amadjuak Lake	3	1
Eskimo Point	3	1
Cape Low	3	1
Tavani	3	1
Cape Dorset	4	2
TOTAL 11 stations	39	17

These stations will supply six (6) hourly observations plus observations on call.

3. The weather personnel for these stations are included in the authorized strength of the 16th Weather Squadron. This plan has been coordinated with AFTSC, (Colonel Allison).

4. It will be necessary to install additional weather stations along this route and additional directives

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May 24, 1942

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

Subject: North Atlantic Ferry Routes.

1. The Chief of Staff approves the project for the devebpment and construction of additional air facilities between the United States and Great Britain.

2. The Chief of Staff charges the Commanding General, Army Air Forces, with determining the requirements of the ferrying route and the development thereof.

3. You will advise the Commanding General, Services of Supply, and the Senior Army Member, Permanent Joint Defense Board, United States-Canada, of your requirements at the earliest practicable time.

/s/ Joseph T. McNarney
Deputy Chief of Staff.

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May 24, 1940

MEMORANDUM FOR THE COMMANDING GENERAL, SERVICES OF SUPPLY:

Subject: North Atlantic Ferry Routes.

1. The Chief of Staff approves the recommendation of the Commanding General, Army Air Forces, that immediate action be initiated to expedite and develop, at the earliest possible moment, additional air routes to Great Britain that will support the movement of the entire Army Air Forces airplane requirements destined for that theater.

2. This matter is very urgent; it must be thought of in terms of weeks and not years; every possible expedient must be visualized and utilized in order to complete this project in the minimum time.

3. It is directed that your agency undertake construction of the route immediately. The Commanding General, Army Air Forces, has been charged with determining the requirements for the establishment of the route.

4. You are authorized to make direct contact with the Navy Department for consultation and any assistance which will aid in the rapid and successful completion of this project.

5. The Senior Army Member, Permanent Joint Board for Defense, U.S. - Canada (General Embick) has been instructed to initiate negotiations with the Canadian authorities.

6. The enclosed map indicates the scope of the proposed air routes.

(Sgd) JOSEPH T. MCNARNEY
Chief of Staff.

Incl.
Map of proposed route. (with original only)

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Synopsis of wire from Dutch West One, August 18, 1942, signed [illegible]

Trawler Natsek, as soon as weather permits, will be sent with supplies to Armstrong, which is aground.

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August 15, 1942

Cable to Co, Greenland Base Command

Requesting that action be reported and directing proceed with survey to select site in vicinity of Thule.

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WAR DEPARTMENT
WASHINGTON

BAT
August 6.

Dear Pete,

Although everything seems to be well in hand and we are getting the usual hearty cooperation of the Base Command Hqrs we are quite busy. This is largely because of delays in discharging cargo, identifying our own and eliminating non essentials. We have also had to make some modifications in our loads, but largely to enable us to proceed with at least one station in the event it is impossible to obtain gas by air. From the status of things as they are now little doubt I can bring in successfully and the record will depend on air transport.

Col Kelsen and others who have had a chance at flying and its various problems the possibility of crossing in the

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ILM KODAK

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WAR DEPARTMENT

WASHINGTON

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AFAEP
FEG:mmt
Wtn 8/18/42

Troops Required for Defense, Blue West Eight.

X OPD

X

AFAEP
FEG:mmt

Incl:
Ltr to C.O./B.W.8
w/1st & 2d Ind.

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Troops Required for Defense, Bluie West Eight

AFAEP
JTK/jw

1.	AFAEP	AFRAD	1942 8-14	1. For comment.	

Incl:-Ltr.6/11/42 O.A.A.
Bluie West Eight AFAEP
Btry.C,424 CAC Bn
to CG,Bluie West8
same subj. w/2 Inds.

2.	AFRAD	AFAEP	1942 8-17	AFRAD/AAA - SFG:grs 1. Recommend that the attached correspondence be forwarded to OPD WDGS as a matter of primary interest. In passing, it appears to this Directorate that the defense requirements indicated in the basic letter are reasonable and should be approved if possible.	

Incl:-n/c

G. P. S.
Director

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Troops Required for Defense, Bluie West Eight.

AFAEP
JTK/jw

			1942		
1.	AFAEP	AFTAD	8/14	1. For Comment.	

* Incls:
Memo for OPD
with incls.

C.A.A.
AFAEP

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SUBJECT: Troops Required for Defense, Bluie West Eight.

1st Ind.

HEADQUARTERS BLUIE WEST 8, June 13, 1942. TO - The Chief of Army Air Forces, Washington, D. C. Thru Commanding Officer, Greenland Base Command, Bluie West 1.

1. It is requested that troops and materiel for defense of this station, as outlined in basic communication, be made available immediately. The troops and materiel requested are considered as a minimum to the defense of this area.

BERNT BALCHEN,
Lieutenant Colonel, Air Corps,
Commanding Officer, Bluie West 8.

2nd Ind.

HEADQUARTERS, Base Command, APO #858, c/o Postmaster, New York City, New York, August 5, 1942. TO: The Chief of the Army Air Forces, Washington, D. C.

1. Approved.

THOMAS L. MOSLEY,
Colonel, Army Air Forces,
Commanding.

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HEADQUARTERS BATTERY "C", 424th AAA Bn. (Sep) ( )
BLUIE WEST EIGHT

June 11, 1942.

SUBJECT: Troops Required for Defense, Bluie West Eight.

To : Commanding Officer, Bluie West Eight.

1. Confirming conversation of June 10, 1942, the following information is submitted on defense requirements for installtions located at Bluie West Eight.

a. AIRCRAFT. (1) As this is considered a number one priority, the personnel and materiel of Battery C, 424th CA Bn. will have to be concentrated at that point. This now consists of two platoons (2 guns each) of 37 mm automatic cannon and one platoon (4 guns) of caliber .50 machine guns. This can only be considered as sufficient for a superficial defense of the field proper against attack by low flying aircraft. In order to provide reasonable security against attacks of this character at least another battery, similar to the one already assigned, should be furnished.

(2) As the possibility of high-level bombardment operations is a potent one, some consideration should be given to the procurement of heavier weapons. Two batteries of 3-inch or 90mm guns would be required to provide a defense of this character. This should be supplemented by at least one SCR 268. Two would be better in order to set up an adequate AWS.

(3) It must be kept in mind that an alert enemy would neglect no opportunity to land ground forces either by parachute or transport plane. Therefore, some provision must be made for local security. The best defense against attacks of this type could be provided by a unit combining heavy fire power with extreme mobility. An organization similar to the Cavalry Reconnaissance Troop would be eminently satisfactory for this purpose as it would be able to mop up troops landing before they had time to organize their offense. The forces now available for AA defense and local security would have to be provided by the headquarters and maintenance sections of the battery, the firing units being committed to the manning of the guns exclusively.

b. PORT FACILITIES. (1) No provision has as yet been made for the defense of the above, except by the use of small arms possessed by the limited number of troops stationed at the port. For the most part these men are service troops, with little or no tactical training.

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(2) The requirements for the defense of the port installations against air attack would be similar to those required at the field, with the exception of the number of units. It is considered that one battery of 3-inch or 90mm guns plus three platoons of automatic weapons would be capable of providing a reasonable defense. A complete AA battery, organized along the lines of battery C, 424th CA Bn. is suggested.

(3) An infantry rifle company should be provided for the local security of this area. This company would contain three rifle platoons plus a weapons platoon and could be used for interior guard and military police, in addition to its primary mission.

c. [illegible] Ships borne attack could only be made up thru the narrow Sondre Stromfjord. It is suggested that a unit similar to Battery , 63rd CA (now stationed at Bluie West One) be provided for this purpose. The two 155mm guns constituting the primary armament of the unit and the supporting machine guns and search-lights, emplaced at strategic points along the fjord, would provide security against attack by the only type of naval vessels capable of attempting passage of the fjord.

2. Consideration must be given at this time to the organization of a defense for the new field to be located approximately 15 miles east of the present airfield. The defense requirements for this new project can be roughly considered the same as for the existing facilities. A detailed request for this additional materiel will be forthcoming as soon as survey of site is completed.

3. The above is submitted as the minimum defense requirements.

J.F. [illegible]
Captain, [illegible].

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AFAEP
FEG:mt
Wtn 8/13/42

Selection of Sites for Staging Bases.

AFAEP
FEG:mmt

1. AFAEP AFTSP 1942 8/13

1. Providing it will not materially interfere with the current photographic mapping project of Canada it is requested that a photographic reconnaissance be made of the vicinity of the Cape York Peninsula, North West Greenland in the vicinity of Thule, Pond Inlet, North West Baffin Land and in the vicinity of Aklavik at the mouth of the MacKenzie River for the purpose of selecting sites and of determining the feasibility of constructing staging bases in these areas.

2. Report will be submitted as soon as possible.

O.A.A.
AFAEP

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ASSIST. CHIEF OF THE AIR STAFF, PLANS

PRIORITY SECRET

C.A. ANDERSON
COLONEL, G.S.C.

EXACT TEXT:

AFAEP.....PERIOD ADVISE WHETHER THE NAVY APPROVES USE OF PATROL VESSEL AND WHETHER YOU ARE SUCCESSFUL IN ARRANGEMENTS FOR PRELIMINARY SURVEY ARRANGEMENTS WITH SURFACE VESSEL AND AERIAL SURVEY PARENTHESIS AFAEP PARENTHESIS AS IT IS ESSENTIAL TO TAKE IMMEDIATE ACTION DURING THIS SEASON

MARSHALL

not exact copy

Grenard

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FWG/mrt

Plans Division, Air Staff

PRIORITY SECRET

12 AUGUST 1942

CG GREENLAND [illegible]

[illegible]

AIR [illegible]

SECRET

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[redacted]

[redacted] AUG. 11, 1942.

Surface vessel can be made available for survey of Thule, No further commitment. Further survery will be dependent on survey of surface vessel. Experienced northern flier included in compliment.

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Answer to Cable # A9013 (Ottawa).

AFAEP
FEG/dpb

1. AFAEP AFTSP 1942 8/10 Request the answers to the inclosed cable, A9013, dated July 7, 1942, from CAS, Ottawa, be expedited to this office for transmittal to the United States-Canadian Joint Defense Commission.

Incl
cable #A9013 fr
Ottawa to Canairat

O.A.A.
AFAEP

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Hq 1st Map Gr AEAEP AUG 11/42

The answers to questions are enclosed herewith.

P. T. C.,
Col., Air Corps,
Commanding.

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TO: CANAIRAT WASHINGTON

FROM: C A S OTTAWA

A9013 7/8

SECRET

REQUEST CONFIRMATION BY COLONEL DOUGLAS IF CHURCHILL IS USABLE FOR THIS OPERATION. IF SO, MAY THE NUMBER OF PERSONNEL WHO WILL BE DETACHED CHURCHILL BE ADVISED. CAN DETACHMENT ARRANGE OWN MESSING AT CHURCHILL. CONFIRMATION ALSO REQUESTED COLONEL CULLEN'S CONVERSATION WITH FLIGHT LIEUTENANT BURTON THAT SIXTY PERSONNEL CONSISTING OF FIFTEEN OFFICERS AND FORTY FIVE ENLISTED MEN WILL BE STATIONED PERMANENTLY AT WINNIPEG. ALSO CONFIRM THAT SIXTY ADDITIONAL TRANSIENT PERSONNEL AS ABOVE MAY BE EXPECTED AT WINNIPEG. MAY DETAILS BE ADVISED OF THE PROPOSED POOLING OF AIRCRAFT AND CREW AT WINNIPEG OR MONT JOLI IN ORDER TO TAKE FULL ADVANTAGE OF PHOTOGRAPHIC WEATHER.

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AFAEP
FEG/jw

SECRET

wtn 8/11/42

MEMORANDUM FOR LIEUT. GENERAL STANLEY D. EMBICK:

Subject: Answer to Cable [illegible] (Ottawa).

1. Attached hereto are the answers to questions ask in cable [illegible] from Ottawa.

2. This information was requested verbally by you.

For the Commanding General, Army Air Forces.

Incls:
Cable [illegible] and
Answer.

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MEMORANDUM

CANADIAN LIAISON ANNEX,
1771 N Street, N.W.,
August 8, 1942.

TO: Lieut. General S. D. Embick
Room 2515 Munitions Bldg.
Washington, D.C.

FROM: Air Member Canadian Joint Staff

1. In the absence of Colonel Douglass, we are taking the liberty of forwarding to you the attached praphrased copy of a message which has been received from R.C.A.F. Headquarters, Ottawa.

2. May we have any information you are prepared to give, in order that we may advise Air Force Headquartes accordingly.

(C.V.Walsh)
Air Vice-Marshal
Air Member Canadian Joint Staff.

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AUGUST 11, 1942

TO: COLONEL DOUGLASS

FROM: COLONEL CULLEN, BOLLING FIELD, D. C.

HEREWITH ARE ANSWERS TO QUESTIONS ASKED BY CANADIANS REGARDING PHOTOGRAPHIC MISSION:

1. CHURCHILL AIRDROME UNUSEABLE.
2. IT IS PLANNED TO PUT A SMALL DETACHMENT NOT TO EXCEED SIX MEN AT CHURCHILL.
3. THESE MEN WILL ARRANGE THEIR OWN MESSING.
4. APPROXIMATELY THREE OFFICERS AND FORTY FIVE ENLISTED MEN WILL BE AT WINNIPEG THROUGHOUT THIS PHOTOGRAPHIC SEASON OR UNTIL THE MISSION IS ACCOMPLISHED.
5. IN ADDITION THE COMBAT CREWS CONSISTING OF APPROXIMATELY THIRTY OFFICERS AND FORTY FIVE ENLISTED MEN WILL AT TIMES BE BASED AT WINNIPEG.
6. IT IS PLANNED TO TAKE MAXIMUM ADVANTAGE OF PHOTOGRAPHIC WEATHER IN QUEBEC AND THE EASTERN SECTION. IT IS EXPECTED TO MOVE ALL OPERATIONAL AIRCRAFT TO MONT JOLI UPON RECEIPT OF FAVORABLE FORECAST.

THE AIRCRAFT OF THE FIRST SQUADRON HAVE BEEN TRANSFERRED TO FOURTH SQUADRON AND ARE NOW AT WINNIPEG. FIRST FLIGHT OF THE NEW AIRCRAFT BEING ASSIGNED TO THE FIRST SQUADRON IS EXPECTED TO DEPART FOR WINNIPEG THIS WEEK. IT IS BELIEVED THAT ALL OF THE AIRCRAFT WILL BE IN OPERATION BY AUGUST EIGHTEEN.

CULLEN

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[redacted]

[redacted]ble to Blue West One 9 August, 1942 from ATC, s/[redacted]

[redacted]no B-24's can be provided but will keep working on the suggestion [redacted]
[redacted]d in a recnent with recommend tion.

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Synopsis of Cable #39 from Bluie West One
Aug. 9, 1942.

Recommending land planes be substituted for seaplanes in order to get rid of Navy cooperation and provide Unity of Command.

Losley (From Carlson)

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Synopsis of Cable from
Bluie West One, # 38
8/9/42

Proposed survey not considered practicable by Navy but surface reconnaissance agreed to. Gasoline will be transported. Availability of seaplane will be determined.

MOSLEY

Martin Gray

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AFAEP
FEG/jv

wtn. 8/5/42

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, OPERATIONS DIVISION:

Subject: Use of Facilities by Canadians at Newfoundland Airport.

1. Reference Memorandum for the Commanding General, Army Air Forces above subject, dated July 31, 1942, it is understood that the Army Air Forces now have 12 hangars at Newfoundland Airport (Gander Lake) of which four are double hangars and eight are single hangars.

2. Present and anticipated needs of the Newfoundland Base Command will be adequately filled by two double hangars.

3. The Air Transport Command has no plans for the use of the Newfoundland Airport which will require more than 8 hangars.

4. In view of the above the release of two of the hangars at Newfoundland Airport to the Canadians should be authorized.

For the Commanding General, Army Air Forces.

O. A. Anderson
Col., G.S.C
Asst. Chief of Air Staff, Plans

Incl.
Memo for C/S AAF
frm. OPD 7/31/42.

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OPD 580.82 NSC (7-31-42) July 31, 1942.

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES (Att: Air Plans):

Subject: Use of Facilities by Canadians at Newfoundland Airport.

1. The Commanding General, Eastern Defense Command, has made telephonic inquiry concerning the War Department's original plans for use of facilities provided by Canadians at the Newfoundland Airport, and also the present plans of the War Department concerning the use of this airport.

2. The Canadians have requested that the two hangars originally planned for use by the Americans be returned for their own use; and the Commanding General, Eastern Defense Command, does not desire to release these hangars, unless they are definitely not to be used by American Air forces.

3. The garrison planned for the Newfoundland Airport as shown by photostat issued by G-3, War Department General Staff, dated February 15, 1942, shows the following garrison for the Newfoundland Airport:

a.

	T/O		Off	EM	Total
49th Bomb Sq (H)a/att Med	1-117	AC	38	237	275
41st Recon Sq(H)(B-17's)	1-217	AC	44	271	315
Det Air Base Group	1-411	AC	12	172	184
Group Weather Section	None	AC	1	6	7
1st Signal Plat, AB	11-237	*Sig	1	36	37
[illegible] Detachment	None	*QM	2	46	48
[illegible] Plat, QM Bn(Avn)(less Det)	10-25	*QM	1	68	69
734 QM Co (Trk)	10-57	*QM	3	110	113
Det Ord Co (Avn)(AB)	None	*Ord		10	10
1st & 3d Airdrome Plats, 446th Ord Co.	9-157	*Ord	2	82	84
Det Med	None	*Med	3	16	19
Det C1S	None	*Cml		2	2
Total			107	1056	1163

*Denotes Air Corps Service Units.

b. Original plans for use of the Newfoundland Airport probably called for construction by the Canadians of sufficient facilities to accommodate the garrison shown in (a) above.

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4. Present commitments of the War Department prior to 1 April, 1943 show only these air forces units scheduled for Newfoundland:

1 Sq Bomb (H) (a)
1 Fighter Sq (I) (b)

a. The Reconnaissance Squadron listed in the original garrison has been redesignated the 429th Bomb Sq (H). The 49th Bomb Sq has been withdrawn from Newfoundland. Although present commitments (prior to 1 April 1943) show only 1 Bomb Sq (H) for Newfoundland, no action has been taken to reduce the total number of heavy squadrons; namely two, authorized in the original garrison.

b. At least one flight of the Fighter Squadron will be assigned to the Newfoundland Airport.

5. Prior to authorizing the release of two hangars to the Canadian authorities, information is requested whether original plans for our use of facilities at the Newfoundland Airport for construction by Canadians provide sufficient accommodations for all intended uses of this airport, including ferrying operations.

6. It is desired that your action be expedited.

By order of the Chief of Staff:

THOS. T. HANDY,
Major General,
Assistant Chief of Staff.

[redacted]
Colonel, General Staff Corps,
Chief of North American Theater,
Theater Gp., OPD, G. S.

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Special Inspection of the Iceland Base Command, FI 1942.

In cl. Ext. report 7/25/42

AFAEP
JTK/dpb

1. AFAEP AFDMR 1942 8/1 1.Noted.

O.A.A.
AFAEP

Incl. n/c

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Subject: Special Inspection of Newfoundland Base Command.

AFTAI
WAL/mm

1. AFTAI (1)AFACT (2)AFAEP and (3)AFDMR In Turn — 1942 7/28 — For comments on paragraphs 10, 21a and 26d, upon which to base a reply to Operations Dividion, WDGS.

J./F.W.
AFTAI

Incl.
Insp. Rpt.

---

2. AFACT — AFAEP — 7/29

WRB:vme

According to current estmates and dispositions, Newfoundland fighter squadron to be brought up to strength by September and bomber squadron up to strength by October.

H. S. V.
C/AFACT

Incl. n/c

---

3. AFAEP — AFDMR — 7/31

FEG/jw

1. Reference paragraph 10, has been answered by A-3. This Division sees no necessity for comment on paragraph 21a. Inasmuch as the situation relative to gasoline storage seems to be very well provided for.

2. Reference paragraph 26d, no change to move up the schedule of the deliveries for the Newfoundland Base Command can be made without affecting the priority.

3. It is not considered that the requirements of the Newfoundland Base Command are of a sufficiently urgent nature to warrant delaying the schedule of delivery now established for Bolero.

O.A.A.
AFAEP

Incl. n/c

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Weather Conditions over Proposed Ferry Routes

AFAEP
CMT/dpb

1. AFAEP AFTSW 7/28/1942

1. Studies are being made of proposed ferry routes across the Arctic Regions.

2. It is desired that you prepare a report of weather conditions that might be encountered along the proposed routes as follows:

Route #1: Fargo, N.D.-Churchill, Manitoba-Cape York, Greenland-Franz Joseph Land (or Spitzbergen)-Archangle, Russia-Moscow.

Route #1 (Alternate): Fargo-Churchill-Cape York-Khatanga, Russia-Kirinsk, Russia.

Route #2: Great Falls, Montana-Edmonton, Alberta-Aklavik, Northwest Territory-Franz Joseph Land-Archangle, Russia-Moscow.

Route #2 (Alternate): Great Falls-Edmonton-Aklavik-Bulun, Russia-Kirinsk, Russia.

3. It would be valuable is the weather on these proposed routes could be compared in general with the weather on the present Northeast Ferry Route through Iceland and with the weather on the contemplated Alaska-Siberian Route to Moscow.

O.A.A.
AFAEP

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AFAEP
JTK-hlg

Btn. 7/24/42

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, OPD:

Subject: Long Range Reconnaissance of the Northeast Coast of Greenland.

Discussion:

1. It is not considered practicable at this time to assign planes to Iceland and Greenland for long range reconnaissance, but periodic reconnaissance of the northeast coast of Greenland is feasible to afford protection of our present and planned installations in Greenland and for prevention of possible enemy attacks on the Bolero movement.

2. This can be accomplished by diverting one B-17 from the Bolero movement periodically to make the necessary reconnaissance.

3. This reconnaissance could be made at intervals of approximately three weeks as the difficulties of surface transportation into this area and the nature of the terrain are such as to preclude the probability of the enemy establishing a base for offensive action in less time.

Action Recommended:

1. That the Commanding General of the Iceland Defence Command be instructed to periodically divert one B-17 from the Bolero movement to make a reconnaissance of Northeast Greenland.

2. That this reconnaissance be at intervals of approximately three weeks.

3. That the Commanding Officer of the Greenland Base Command be notified of the above arrangements.

For the Commanding General, Army Air Forces:

O. A. ANDERSON,
Colonel, G.S.C.,
Acting Assistant Chief of the Air Staff, Plans

1 Incl:
Memo for CG,AAF,
7/13/42, fr OPD.

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WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
OPERATIONS DIVISION
WASHINGTON

July 13, 1942.

OPD 580.81 (7-11-42)

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

Subject: Long Range Reconnaissance Squadron for Greenland.

1. The Commanding Officer, Greenland Base Command in his message No. 837 dated July 11, 1942 (CM-IN-3930) reports the sighting of an enemy four-motored land plane over Clavering Island in northeast Greenland. His report states that the plane appeared from the east and left in the same direction.

2. The Commanding Officer, Greenland Base Command repeats his recommendations for the stationing of a long range reconnaissance squadron at Bodking and that fighter interceptors be stationed at both Bodkin and Onoto to protect the Bolero movement.

3. This Division recognizes the necessity for a reconnaissance of the Northeast Greenland coast by air and recommends that a reconnaissance be made from our base in Iceland. It is further recommended that similar reconnaissances be made at intervals throughout the summer season and in cooperation with the vessels of the Greenland Patrol, U.S.N. now enroute to Northeast Greenland via Onoto.

4. Return of this paper with an indication of the action taken is requested.

By order of the Chief of Staff:

THOS. T. HANDY,
Major General,
Assistant Chief of Staff.

S. H. SHERRILL
Colonel, General Staff Corps
Chief of North American Theater,
Theater Gp., OPD, G.S.

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2. AFACT AFAEP 7-21

JJLaR:hl

1. It is not considered practicable at this time to assign any planes to Iceland or Greenland for the purpose of long range reconnaissance.

2. Colonel Curtis, liaison officer for the Bolero movement, has stated that in his opinion, it will not interfere with the movement of aircraft to Bolero to divert one B-17 approximately every three weeks for the purpose of making the necessary reconnaissance flight.

3. Arrangements for this reconnaissance mission will have to be made with the Air Transport Command.

H. S. V.
C/AFACT

Incl. n/c

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Long Range Reconnaissance Squadron for Greenland.

1. AFAEP AFADS 1942 7/18

AFAEP
FEG/alm

1. For compliance.

2. It is believed that if the first reconnaissance of Northeast Greenland proves negative that subsequent reconnaissance at intervals of three weeks to one month will be adequate. The difficulties of surface transportation into this area and the nature of the terrain are such as to preclude the probability of establishing a base for offensive action in less time.

3. Request return of the attached paper with an indication of action taken.

Incl:
Memo for CG,AAF, 7/13/42, fr OPD.

OAA
AC/AFAEP

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AFAEP
FEC/alm
6/13/42

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MEMORANDUM FOR GENERAL ARNOLD:

Subject: Arctic Ferry Route to Russia.

Relative to the inclosed booklet entitled, "The Supply Line that May Win the War," the following points are noted on the proposed Ferry Route via Ellesmere Island to Russia and China:

ADVANTAGES

Possible to save 10,000 miles by flying over the Arctic from U.S. to Russia via Ellesmere Island.

Better weather conditions over Arctic Route as against Greenland Route.

Additional base for offensive action should Atlantic bases be denied us due to enemy action.

DISADVANTAGES

Ellesmere Island must be supplied during only 2 months of the year over a supply route which can be interdicted by submarines. Requires specially constructed ships. Difficulty in diverting shipping from other sources.

Requires additional defenses forces and ground establishments which can ill be spared.

Is not a short range aircraft route and the super-transport has yet to be built.

Existing routes should be exploited to a maximum before further extending ourselves (Alaskan and Northeast Ferry Route, TAB A)

I. Discussion.

1. In view of present routes which are not being exploited to their maximum, (Alaskan route is not being used at all) further dispersion of our force at this time appears inadvisable. A better employment of our efforts now would seem to be to secure with adequate defense forces the routes we now have established and develop these

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routes to a maximum of their potential capacity by building additional fields as they become necessary.

3. If the Russians can be prevailed upon now to take delivery of Pursuit planes over the Alaskan Route and medium bombers via Iceland to Murmansk, then we would be justified in further extending the Northeast Ferry Route via Northeast Greenland and Spitsbergen to Murmansk.

II. Action Recommended.

1. That the Russians be approached with a view to arranging delivery of Pursuit planes via Nome and Siberia and Medium bombers via Iceland and Murmansk.

O. A. ANDERSON,
Colonel, General Staff Corps,
Assistant Chief of the Air Staff, Plans.

Incl.
Booklet.

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TO BE RETURNED
TO THE ARCHIVES
OF THE AAF
HISTORICAL OFFICE

FILE NO. 145.81-12

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E.O. 12065, 27 Sep 78

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B-24's With Radar for Lawyer

CMT/jw 5834

R/R, Item #4 frm. AFAEP to AFACT 12/7

(inclosures in file.

JJO's:ek 6701

5 AFACT AFAEP 12-9

1. At the present time there are only thirteen (13) OA-10's (PBY-5A's) in the Army Air Forces, distributed as follows:

6 Caribbean Defense Command (6th Air Force)
2 Western Defense Command
5 Air Transport Command.

2. No OA-10's are currently in production. The Navy has been requested to schedule an additional fifty-five (55) for the Army Air Forces and they indicate that production will be resumed in June.

3. In view of the comment from the Navy and the limited number of OA-10's, the assignment of an OA-10 to Lawyer is not justified at this time.

Incls. n/c

ROBERT W. HARPER
Colonel, G. S. C.

DECLASSIFIED
DOD DIR 5200.9, 27 SEP 58

CMT/jw 5834

6. AFAEP AFATC

1. The primary purpose of developing Lawyer was to provide a staging field for the delivery of aircraft and supplies by air. Certain forces, including air units, were placed there for the defense of the staging facilities, and also to prevent the possible use of the area by the Axis.

2. Other activities from this base such as long range anti-submarine and anti-surface vessels operations and air convoy work are strictly secondary considerations under existing conditions and should not be conducted when they will either interfere with the primary functions of the base or will require the diversion of equipment and personnel which could be better employed elsewhere.

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Radio with Radar for Lawyer.

CMP/jw 5834

6. AFAMP AFAPC (continued)

3. The remarks in Items 4 and 5 indicate:

(a) That the submarine threat is comparatively slight in the Lawyer area at the present time and for the near future.

(b) That PBY's are not available for assignment to Lawyer.

4. It should be borne in mind that should the submarine threat in the Lawyer area become acute, arrangements could probably be made to base at Lawyer an appropriate unit of the Anti-Submarine Command.

O. A. ANDERSON
Brig. General, U. S. A.

Incls - n/c

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12/1

B-24's With Radar for Lawyer.

CMT/jw 5834

4. AFAEP AFAC?

1. Information is requested as to the availability and assignment of the PBY's referred to in paragraphs 2 and 3 of the 1st Indorsement.

2. What anti-submarine equipment do these PBY's have?

O. A. ANDERSON
Brig. General, U. S. A.

Incl. n/c

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B-24's With Radar for Lawyer.

AFATC/A-3/MWA/rms 73018

1. AFATC A-3 AFAEP 1943 11/16

1. Attached is memo to Commanding General, South Atlantic Wing with reference to B-24's with radar for Lawyer, also 1st Indorsement.

2. In view of the statements made in the 1st Indorsement, your reconsideration and comments are requested and your particular attention is invited to paragraphs 2 and 3 of 1st Indorsement.

H. L. GEORGE,
Major General, U.S.A.,
Commanding.

Enc.(2)
1 - 1st Ind. to CG/AFATC dtd. 11/4/42
2 - Memo CG/AFATC So. Atl. Wing, dtd. 10/27/42

---

2. AFAEP AFABI 11/27/42 Encl. n/c GGC/jw

---

3. AFABI AFAEP 12/5 WB/lh 4700

1. Attached hereto is a memorandum obtained from Naval Intelligence containing estimate of anticipated submarine activity in the vicinity of Lawyer.

EDGAR P. SORENSEN
Colonel, G. S. C.

2 Incls.
1 n/c
2 added -
Memo fr Naval Intel. 12-3-42.

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1st Ind. RLW/jpolb

HEADQUARTERS SOUTH ATLANTIC WING, AIR TRANSPORT COMMAND, British Guiana Base, British Guiana, November 4, 1942. TO: Commanding General, Army Air Forces, Headquarters, Air Transport Command, Washington, D. C.

1. It is believed of utmost importance that airplanes of greater cruising radius than the B-25 be stationed at Lawyer to supplement the operation of the B-25 on anti-submarine patrol.

2. As the B-24's mentioned in the basic communication are not available it is recommended that three PBY or some similar type airplane, equipped with radar and other available anti-submarine devices be stationed at Lawyer.

3. This headquarters has one PBY now assigned as a cargo transport airplane. It is further understood that PBY airplanes are available for assignment and as an expedient PBY airplanes can be utilized pending the assignment of B-24's at a later date.

R. L. WALSH,
Brigadier General, A.U.S.,
Commanding.

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ARMY AIR FORCES
Headquarters Air Transport Command
Washington

October 27, 1942.

MEMORANDUM TO: Commanding General, ATC, South Atlantic Wing

SUBJECT : B-24's with Radar for Lawyer.

1. Pursuant to the request contained in your recent cable regarding your belief that B-24's equipped with radar should when available be based at Lawyer, a request for such equipment was forwarded by R. & R. to Assistant Chief of Air Staff, Plans on September 25, 1942.

2. By first indorsement Assistant Chief of Air Staff, Plans commented as follows:

> "Plans Division believes that the assignment of B-24's to Lawyer to increase the range for anti-submarine operations over that now provided for by the 5 B-25's stationed at Lawyer is not justified at this time. Such an assignment of B-24's would require their diversion from the striking force in an active air theater. Production figures on heavy bombers indicate that none will be available for such an assignment for many months."

The further suggestion was made that long range aircraft for anti-submarine operations from Lawyer for specific missions of major importance could be secured by (a) the use of naval control bombers operating in that area or (b) through the temporary diversion of a heavy bomber enroute to the middle east, under extreme circumstances. It wasalso pointed out that in the original plan for the use of Lawyer, the navy allocated a long range patrol bomber squadron for stationing there, and that although it has not as yet been used at Lawyer, the facilities have already been provided for there.

3. Comments of Assistant Chief of Air Staff, Plans were concurred in by Assistant Chief of Air Staff, A-3, Military Requirements, and Bombardment.

4. The conclusion drawn from the above is that B-24's will not be provided for Lawyer at this time for the reasons set forth above, and this information is forwarded to you for your information and comments if any.

For the Commanding General.

ROBERT M. LOVE
Lt. Colonel, Air Corps.
Deputy Chief of Staff.

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OFFICE OF THE COMMANDER IN CHIEF
UNITED STATES FLEET

Memorandum

December 3, 1942

FROM: Intelligence Officer.

TO : Major Martin

Submarine activity in the vicinity of Lawyer is light at the present time, and probably will continue light until independently routed shipping can secure additional air coverage by passing closer to Ascension.

At present time, greatest need for planes to cover sea routes is in the North Atlantic Area between the area covered by planes operating from Argentia and Iceland. (i.e. from Greenland).

GEORGE C. DYER

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SUBJECT: B-24's With Radar for Lawyer.

AFATC/A-3/MWA/rms 73018

1. AFATC A-3 AFAEP 1942 11/16

1. Attached is memo to Commanding General, South Atlantic Wing with reference to B-24's with radar for Lawyer, also 1st Indorsement.

2. In view of the st tements made in the 1st Indorsement, your reconsideration and comments are requested and your particular attention is invited to paragraphs 2 and 3 of 1st Indorsement.

H. L. GEORGE,
Major General, U.S.A.,
Commanding

Enc. (2)
1 - 1st Ind. to CG/AFATC dtd. 11/4/42
2 - Memo CG/AFATC So. Atl. Wing, dtd. 10/27/42

GCC/jw 2842

2. AFAEP AFA[illegible]

1. Inasmuch as supplying the type of planes requested in the attached letter would mean their diversion from some other area, information is requested as to the immediate need for additional submarine patrol planes in this area as compared to their relative value elsewhere. A brief estimate of anticipated submarine activity in the future around Lawyer would also be of value at this time.

C. A. ANDERSON
Brig. General, U.S.A.

Enc. n/c

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1st Ind. RLW/jpolb

HEADQUARTERS SOUTH ATLANTIC WING, AIR TRANSPORT COMMAND, British Guiana Base, British Guiana, November 8, 1942. TO: Commanding General, Army Air Forces, Headquarters, Air Transport Command, Washington, D. C.

1. It is believed of utmost importance that airplanes of greater cruising radius than the B-25 be stationed at Lawyer to supplement the operation of the B-25 on anti-submarine patrol.

2. As the B-24's mentioned in the basic communication are not available it is recommended that three PBY or some similar type airplane, equipped with radar and other available anti-submarine device be stationed at Lawyer.

3. This headquarters has one PBY now assigned as a cargo transport airplane. It is further understood that PBY airplanes are available for assignment and as an expedient PBY airplanes can be utilized pending the assignment of B-24s at a later date.

R. L. WALSH
Brigadier General, A. U. S.
Commanding

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Army Air Forces
Headquarters, Air Transport Command
Washington

October 27, 1942.

MEMORANDUM TO: Commanding General, ATC, South Atlantic Wing

SUBJECT : B-24's with Radar for Lawyer.

1. Pursuant to the request contained in your recent cable regarding your belief that B-24's equiped with radar should when available be based at Lawyer, a request for such equipment was forwarded by R & R to Assistant Chief of Air Staff, Plans on September 25, 1942.

2. By first indorsement Assistant Chief of Air Staff, Plans Commented as follows:

> "Plans Division believes that the assignment of B-24's to Lawyer to increase the range for anti submarine operations over that now provided for by the 5 B-25's stationed at Lawyer is not justified at this time. Such an assignment of B-24's would require their diversion from the striking force in an active air theater. Production figures on heavy bombers indicate that none will will be available for such an assignment for many months."

The further suggestion was made that long range aircraft for anti submarine operations from Lawyer for specific missions of major importance could be secured by (a) the use of naval control bombers operating in that area of (b) through the temporary diversion of a heavy bomber enroute to the middle east, under extreme circumstances. It was also pointed out that in the original plan for the use of Lawyer, the navy allocated a long range patrol bomber squadron for stationing there, and that although it has not as yet been used at Lawyer, the facilities have already been provided for there.

3. Comments of Assistant Chief of Air Staff, Plans were concurred in by Assistant Chief of Air Staff, A-3, Military Requirements and Bombardment.

4. The conclusion drawn from the above is that B-24's will not be provided for Lawyer at this time for the reasons set forth above, and this information is forwarded to you for your information and comments if any.

For the Commanding General,

ROBERT M. LOVE
Lt. Colonel, Air Corps.
Deputy Chief of Staff.

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Request for B-24's at Lawyer

26 - Lee 79236

5. AFRDB AFAEP 10-17 1. Concur, in paragraph 2, item 2 above.

E. L. EUBANK
Brigadier Genrl., U.S.A.

CMT/jv 2842

1942

6. AFAEP AFATC 10/20 1. B-24's will not be provided for Lawyer at this time for the reasons set forth in item 2 above.

2. It is desired that you convey this information to the Commanding General, South Atlantic Wing, ATC.

O. A. ANDERSON
Brig. General, U.S.A.

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Request for B-24's at Lawyer.

WRB:ek 6701

3 AFACT AFDMR 10-13 Concur in Paragraph 2, Item 2 above.

ROBERT W. HARPER
Colonel, G. S. C.

BHM:eb 5132

4. AFDMR AFRDB 10/15 1. For comment and recommendation as requested in Paragraph 1, No. 2, and return to AFAEP.

MUIR S. FAIRCHILD,
Major General, U. S. Army.

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Subject: Request for B-24's at Lawyer.

CMT/jv 2842

2. AFAEP AFAOP 1942
AFDMR 10/3
in turn

1. For comment and recommendation and return to Plans Division.

2. Plans Division believes that the assignment of B-24's to Lawyer to increase the range for anti-submarine operations, over that now provided by the 5 B-25's stationed at Lawyer is not justified at this time. Such an assignment of B-24's would require their diversion from the striking forces in an active air theater. Production figures on heavy bombers indicate that none will be available for such an assignment for many months.

(cont'd.

3. There are two possibilities of securing long range aircraft for anti-submarine operations from Lawyer for specific missions of major importance. One possibility is to use Navy patrol bombers operating in that area and the other is to temporarily divert a heavy bomber enroute to the Middle East. Many of these bombers are equipped with an A.S.V. II. Such diversion should not be made except under the most extreme circumstances.

4. In the original plan for the use of Lawyer, the Navy allocated a long range patrol bomber squadron to be stationed there. Although it has not as yet been based at Lawyer the facilities have already been provided for it.

5. Information is not available as to the supply of depth charges at Lawyer but if there is a deficiency in such supply, requisition should be made by the Commanding Officer of Lawyer to assure the maintenance of a reasonable level of supply of such depth charges.

O. A. ANDERSON
Brig. General, U.S.A.

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REQUEST FOR B-24's at LAWYER

AFATC/DCS/WF/am 73008

1. AFATC AFAEP 9/25

1. In a recent cable the Commanding General South Atlantic Wing, ATC stated that he believed some B-24's equiped with radar should when available be based at Lawyer as the strategic location is particularly advantageous to South Atlantic operations. He stated further that B-25's do not have the range for offensive operations. The specific number of such B-24's to be based at Lawyer was not mentioned.

2. It was recently reported that a large number of enemy submarines had been sighted moving southward off Dakar. It has been reported from Lawyer that two (2) submarines were sunk and one damaged by a B-24 operating from that point. Vichy French vessels also have been sighted in the vicinity. From these instances, it can be concluded that the enemy is aware of allied operations at Lawyer.

3. It is, therefore, requested that in accordance with the wishes of the Commanding General, South Atlantic Wing, ATC, B-24's equiped with radar be provided at Lawyer.

H. L. GEORGE
Maj. General, U.S.A.
C. G., A. T. C.

---

2. AFAEP AFACT 1942
AFDMR 10/2
in turn

CMT/jw 2842

1. For comment and recommendations and return to Plans Division.

2. There are 18 pursuit planes and 5 B-25's now stationed at Lawyer.

O. A. ANDERSON
Brig. General, U. S. A.

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A/AB
CMT/jw

SUBJECT: Table of Organization for 1st Composite Squadron and Air Base Detachment.

TO: Colonel James A. Ronin
C. O. 1st Comm. Sqd.
A/O #877
c/o Postmaster, N.Y.C.

I. Receipt is acknowledged of radiogram setting forth officer personnel and grades now at destination.

II. The Tables of Organization for the above units are being processed but it will take some time to have them approved by all the interested agencies before their publication. Indications are that the number of officers authorized will be approximately the same as recommended by you but that there will be certain modifications in the grades of officer personnel.

For the Commanding General, Army Air Forces:

O. A. Anderson
Col., G.S.C
Asst.Chief of Air Staff, Plans

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ADDRESS REPLY TO
HEADQUARTERS OF THE ARMY AIR FORCES
WAR DEPARTMENT
WASHINGTON, D. C.

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

July 19, 1942.

MEMORANDUM FOR COLONEL TAYLOR:

Subject: Visit of Captain Richardson, lawyer Project.

1. Captain Richardson of Colonel Robinett's squadron came in on Sunday morning with the following inquiries concerning the Lawyer project:

a. Amendment No. 5 to the official movement orders for his squadron covers only four B-25's. There are now five B-25's in the squadron which they intend to take with them and they desire the issuance of the necessary orders to cover the additional B-25.

b. Amendment No. 5 provides for the movement of the squadron to the Ferrying Command station in Florida on the 24th of July. The date for the ground echelon of the squadron to sail has been postponed and Capt. Richardson would like to know whether the date for the movement of the flight echelon to Florida will remain the 24th or will be changed to a later date. He stated that the squadron has nothing to do at the present and would like to proceed to Florida on the 24th. A delay of thirty days en route from Florida to their destination is authorized by present orders and it is his belief that this delay can easily be absorbed by them en route so that under the present schedule the flight echelon would arrive at their destination approximately at the same time as the ground echelon under its altered schedule.

2. Captain Richardson will come in on Monday morning to talk with you on these matters. He also wishes, while in Washington, to speed up if possible the issuance of the new manning tables for his squadron and in order to assist him in this matter I have put him in touch with Col. Lowe of the Directorate of War Organization and Movement and Col. Moore of AFDPU.

FOR VICTORY BUY UNITED STATES WAR BONDS AND STAMPS

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KEY FIELD, Meridian, Miss.

July 7, 1942

SUBJECT: Report of Departure.

TO : Commanding Officer, Key Field, Meridian, Mississippi.

1. I will leave this station on July , 1942 pursuant to Par 1, SO # 175, Hq. Key Field, Miss., dated July 3, 1942.
(Order No.) (Course and Date)

2. I certify that to the best of my knowledge and belief I have settled all personal indebtedness contracted while at this station, or have made satisfactory arrangements to do so with those concerned.

3. I have settled all property responsibility and personal indebtedness with the following permanent activities, as indicated by signatures of responsible officers, below:

Unit Commander(Council Book) _____
Base Engineer Prop. Officer _____
Base Signal Officer _____
Officers' Club _____
Ordnance Officer _____
Sub-Depot _____

Surgeon Jack P. Scott, Major, M.C. [illegible]
Base Utilities _____

(Signature)
JAMES A. RONIN,
Colonel, Army Air Forces,
1st Composite Squadron,

INSTRUCTIONS

This letter must be turned in to the Adjutant, Army Air Base, Key Field, Meridian, Mississippi for certificate of clearance before final payment can be made or orders issued.

Clearance satisfactory.

By order of Colonel WAINER:

C. H. MAY,
Captain, Army Air Forces,
Adjutant

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ARMY AIR FORCES GARRISON "LAWYER"

Units	Base Headquarters	Air Base Detachment (Weather Detachment included)	1st Composite Squadron	Total	Attached Medical	806th Ordnance Co. (AB)(Rd)	190th Chemical Platoon Airdrome (Rd)	2123rd QM Company Service Group(Avn)(Rd)	Aggregate
Colonel	(1)a		1a	1					1
Lt. Colonel	(1)b	1b		1					1
Major	(4)d	5de	1c	6	1g				7
Captain		3h	8if	11		1			12
1st Lieutenant		21	28k	30					31
2nd Lieutenant			12k	12					12
Total Commissioned	(1)	11	50	61	1	1		1	64
Master Sergeant	(1)	4	3	7					7
First Sergeant		2	1	3					3
Technical Sergeant		8	14	22		1			23
Staff Sergeant	(1)	14	32	46		1		1	48
Sergeant, including	(2)	23	37	60	1	1	1	3	66
Air Mechanic 1st Cl		(9)	(22)	(31)					(31)
Air Mechanic 2nd Cl			(1)	(1)					(1)
Corporal, including	(3)	23	41	64	2m	1	2L		69
Air Mechanic 1st Cl		(1)		(1)					(1)
Air Mechanic 2nd Cl		(8)	(23)	(31)					(31)
Private 1st Cl, including	(3)	22	48	70	2	7	1	5	85
Air Mechanic 2nd Cl		(2)	(3)	(5)					(5)
Private		15	58	73	3	12		1	89
Total Enlisted		110	234	344	8	23	4	10	390
Aggregate		121	284	405	9	24	4	11	454

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REMARKS

a Base Commander when senior officer eligible at base
b Base Executive when base is commanded by senior officer
c Squadron Commander
d Includes:
- S-1 Adjutant
- S-2 Intelligence and Security Officer
- S-3 Plans and Training Officer
- S-4 Materiel Officer

e Detachment Commander
f Operations Officer and Senior Interceptor Control Officer
g Base and Flight Surgeon
h Includes:
- Detachment Adjutant and Supply Officer
- Technical Supply Officer
- Engineering Officer

i Includes:
- Squadron Adjutant
- 3 Interceptor Control Officers
- 3 Flight Commanders

j Includes:
- Detachment Mess and Transportation Officer
- Weather Officer

k Includes:
- Squadron Engineering Officer
- Squadron Supply Officer
- Squadron Armament Officer
- Squadron Communications Officer
- 6 Interceptor and Pursuit Officers (AIF)
- 2 Ferry Pilots

l Technician, 5th Class
m Technician, 5th Grade

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Form 3811
Rev. 1-4-40

RETURN RECEIPT

Received from the Postmaster the Registered or Insured Article, the original number of which appears on the face of this Card.

1 Col James A. Ronin
(Signature or name of addressee)

2 W B Huggins, Jr
(Signature of addressee's agent if agent should enter addressee's name on line ONE above)

Date of delivery JUN 1 - 1942, 194

U. S. GOVERNMENT PRINTING OFFICE 16—13421

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Post Office Department
OFFICIAL BUSINESS

PENALTY FOR PRIVATE USE TO AVOID PAYMENT OF POSTAGE, $300

POSTMARK OR DELIVERING OFFICE

2 PM
1942

Return to Charles M. Taylor, Lt. Col.AAF
(NAME OF SENDER)
Street and Number, or Post Office Box, } Rm. 2117, Munitions Building, Wash.,D.C.

REGISTERED ARTICLE
No. 929396

INSURED PARCEL
No.

WASHINGTON D. C.

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Use of Ascension Island by British Aircraft.

1. AFAEP AFATC 1942 9-17

CMT/jw 2842

1. With reference to the request from Squadron Leader W. F. Suren, July 10, 1942 for limited use of Ascension Island by British aircraft, this request was forwarded to Operations Division, General Staff for approval.

2. The approval of the War Department has been received as indicated on the attached Disposition Form, Subject: as above from Assistant Chief of Staff, Major General Thomas T. Handy to the Commanding General, Army Air Forces, dated September 15, 1942.

3. It is requested that you convey the information contained therein to Squadron Leader Suren.

Incls:
Disp.Fm.to CG/AAF
9/15/42 with incls.

O. A. ANDERSON
Colonel, G.S.C.

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OPD 580.82 (7-18-42)

Use of Ascension Island by British Aircraft. 9-15-42.

C
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CG AAF

X Necessary action

1. In reference to memorandum for Assistant Chief of Staff, OPD, from Headquarters, Army Air Forces, Subject: Use of Ascension Island by British Aircraft, dated July 18, 1942, which inclosed a memorandum for Colonel Love, Subject: Ascension Island, dated July 10, 1942, signed by Squadron Leader H. P. Suren, R.A.F. Liaison officer, the request contained in the memorandum for Col. Love, July 10, 1942, referred to above,,is approved with the understanding that all British aircraft approaching Ascension Island will conform strictly to local landing procedure.

2. It is suggested that a representative of the British Government visit Ascension Island for the purpose of locating the explosive store requested in the memorandum for Col. Love and to acquaint himself with other operating installations available and precedures in effect.

3. The landing field is available at present for daylight operations only. Copy of local landing procedure is inclosed.

By direction of the Commander-in-Chief

THOS. T. HANDY
Major General
Assistant Chief of Staff

Incl:
1 - cy of memo fr CG AAF
dated 7-18-42 (in file already)
2 - cy of memo fr Sq. Ldr Suren
to Col. Love 7-10-42 (in file already)
3 - cy of local landing procedure
Acension Island (attached)

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WIDEAWAKE FIELD, ASCENSION ISLD

LOCATION:
Airport is 3 miles from town of Georgetown. Runway in the SW corner of the island is approximately 1 mile E of western shore line. Island is nearly circular, 34 square miles, 7 miles diameter.

Position: Lat. 07° 58' S Long. 14° 24' W
Altitude: 230' SE end of runway-275' crest of runway.

ARRIVAL AND DEPARTURE PROCEDURE:
Airport must be notified prior to arrival. Entire island and area of two miles surrounding it is RESTRICTED except for traffic lane. Upon reaching within 2 miles of coastline, fly parallel to coastline at altitude of less than 1000', keeping always at least 2 miles off shore, to traffic lane which is a lane one mile wide through the restricted area; bearing 131° magnetic on line with runway. Lower landing gear one mile before reaching traffic lane, flash colors of day upon reaching traffic lane, then turn inland to airport. Any other procedure will subject aircraft to fire.

LANDING AREA:
Markings: White chevrons painted along entire length of runway.
Obstructions: Runway is boxed in by hills. There are mountain peaks to NE reaching 2800'. Two radio towers 90' high about 2000' SW of NW end of runway. Birds constitute definite hazard to night take-off.

HANGARS:
One nose hangar - 118' x 41'.

FUEL:
Bulk Supplies.

REPAIR FACILITIES:
None at present.

COMMUNICATIONS:
Radio:
Location: The Wideawake Radio Range is located 2.5 miles northeast of Wideawake Field.
Operations Data:
a. Range Frequency .....341 KC.
b. Tower Frequency .....4400 KC.
c. Identification .....JY(.----.-)
d. Distance (Range Station to Field).....2.5 Miles.
e. Field Elevation .....250 Feet

Description of Range Legs:
a. Northwest Leg: 118° The Northwest Leg passes over open sea-bearing to Natal 1200 Miles away.
b. Southwest Leg: 298° The Southeast Leg passes over mountains North of runway and a open sea destination.
c. Northeast Leg: 208° Open Sea.
d. Southwest Leg: 28° Open Sea.

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WEATHER SERVICE:
None at present.

WEATHER:
Prevailing Winds: SE all year. 15-25 MPH from 0900 to 1800 GMT. 5-15 MPH from 1800 to 0900 GMT.

Precipitation: 5" per year on runway. 2 1/2" in Georgetown, 26" on Green Mountain.

Temperature: Between 70° - 90° in day, Sometimes drops to 60° at night.

Visibility: No fog. Generally open scattered clouds and plenty of ceiling over field. Green Mountain, 3 miles due E of field has cap of clouds 5 days out of 7.

OPERATED BY:
U.S.Army.

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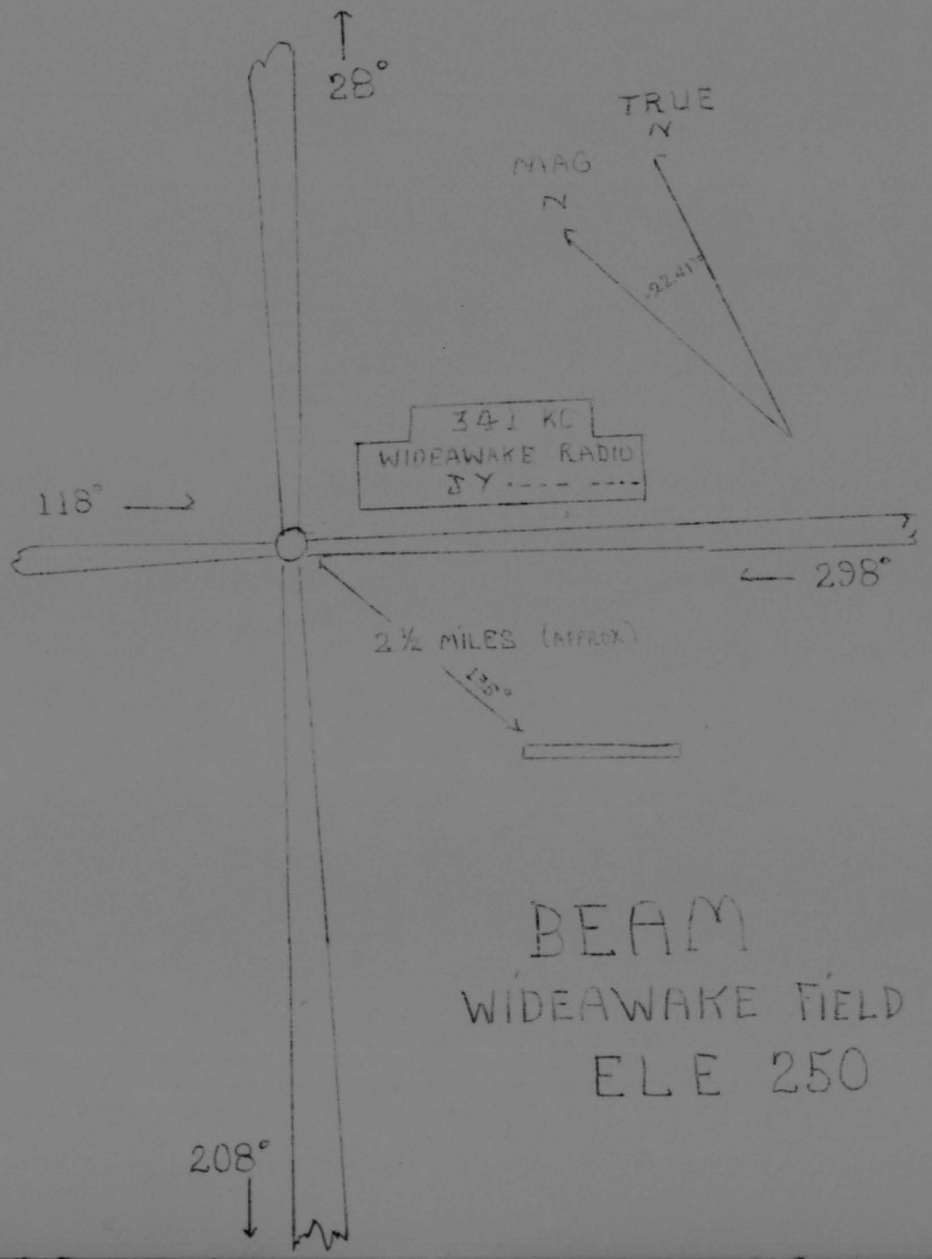

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Use of Ascension Island by British Aircraft

1.	AFAEP	AFATC	7/24/1942	1. To note and return to AFAEP.	CMT/dpb

Incls
n/c

O.A.A.
Colonel, G.S.C.
AC-AFAEP

AFAEP

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CG AAF

1. A copy of the attached correspondence has been sent to the Commanding Officer of the permanent garrison, Ascension Island, for his recommendation. As the above officer will not arrive at Ascension Island until the middle of August, his recommendation will probably be received about the middle of September.

2. In the meantime, permission is granted to the British to make temporary use of the limitedfacilities available at Ascension Island so long as such use does not interfere with the ferrying of aircraft or the defense of the island.

3. You will be informed when final action is taken on the recommendation of the Commanding Officer of U. S. Army Forces in Ascension Island.

By direction of the Commander-in-Chief

THOS T. HANDY
Major General
Assistant Chief of Staff.

Incl
1 - Memo for AC/S OPD fr
HQ AAF dated 7-18-42
2 - memo for Col. Love fr
swdn Lar H. F. Suren 7-10-42

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ARMY AIR FORCES

AIR TRANSPORT COMMAND

WASHINGTON

July 10, 1942.

MEMORANDUM FOR COLONEL LOVE.

Subject: Ascension Island.

1. Referring to my previous memorandum, I spoke to General George recently about Ascension Island. There are tentative requests that I have made to him on behalf of the British Admiralty and he suggested that I should hand them to you in writing for further consideration.

2. I have been asked to inquire whether you would be prepared to grant our naval aircraft a right to land on the airdrome which you are constructing.

3. Whether you would allow these aircraft, and make it possible for them, to r fuel for the return to their ship. I understand that they would never be based at Ascension and would only be in transit.

4. I have also to ask whether it will be possible that a site be reserved for use as an explosive store near the airdrome with a capacity of one thousand cubic feet.

5. The types of aircraft involved in the above requests would be the Walrus-- which is a one-motored Amphibian Catapult airplane-- and possibly aircraft from a carrier.

6. From the wording of this inquiry to us, it would appear that the idea is that our aircraft patrolling the coast of Africa and the South Atlantic Ocean would welcome the presence of an emergency landing ground where they might re-fuel in the case of necessity.

7. If you could give me the permission requested I should be most grateful.

Squadron Leader H. F. Suren
R. A. F. Liaison Officer

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Instruction to Commanding Officer, USAFIAI. 547/3/2

AFAEP
CMT/sl

1. AFAEP AFAFC 1942 (Att: 6/20 Gen. George)

1. The attached draft of proposed letter of instructions to The Commanding Officer, USAFIAI, has been submitted to Plans Division, Air Staff for concurrence.

2. Your comments and recommendations are desired.

O. A.A.
Exec./AFAEP

Incl.
1 - Dft. prpsd. ltr. for CP, USAFIAI to Col. Baldwin

PB:gf

2. AFAFC AFAEP 1942 6/30

1. The proposed letter instructions to the Commanding Officer, USAFIAI, has been reviewed by the Ferrying Command.

2. The Ferrying Command concurs with this enclosed letter with the exception of paragraph 10. Comments relative to paragraph 10 are as shown.

H. L. G.
C. G., F. C.

Incl. n/c

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AFAEP
CMT/jw

wtn 7/17/42

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, OPERATIONS DIVISION:

Subject: Use of Ascension Island by British Aircraft.

1. The attached Memorandum to Colonel Love (Air Force, Air Transport Command) from Squadron Leader Suren, is self-explanatory.

2. The authority for the use of facilities at the Air Base at Ascension Island and the construction of facilities thereon by the British, is set forth in a C.C.S. agreement 28/1 23 March, 1942. This states in brief that British air operations may be conducted and facilities constructed subject to determination by the U. S. Army, that such do not interfere unduly with the primary purpose of the station.

3. It is recommended that the attached request be forwarded to the Commanding Officer of the Ascension Island Base for recommendation as soon as he is in a position to make recommendations.

4. Squadron Leader Suren is being informed of the above action and is being notified (pursuant to informal instructions from Colonel D. V. Johnson) that, in the meantime, the British are welcome to use the limited facilities of Ascension Island to an extent that would be reasonable under the circumstances.

5. It is requested that the Army Air Forces be informed when final action is taken on the above recommendation.

For the Commanding General, Army Air Forces:

O. A. Anderson
Colonel, G. S. C.
Acting Assistant Chief of the Air Staff, Plans

1 Incl.
Memo to Col. Love
frm.Sqd.ldr.Suren

SECRET

1206

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Subject: Ascension Island

FMG:vy

1. AFATC AFACT 1942 10/July

Attached hereto is memorandum from Squadron Leader H. F. Suren, R.A.F. Liaison Officer with the Air Transport Command, which is self-explanatory. This memorandum is forwarded to you for action with the request that this Command isto be advised of the determination made.

M.L.G.
CG, ATC

1 Incl.

AFAEP
CMT/jw

2. AFAEP AFATC 1942 7/17

1. Under the provisions of the agreement with the British for the use and defense of Ascension Island (C.C.S. 28/1 23 March 1942) the British were granted the right to use the facilities of the Air Base provided such use does not interfere unduly with the primary purpose of the station. They are also granted the right to install such equipment and storage facilities on Ascension Island as they may require, provided the location of such installations shall not interfere with our own installations and operations. The matter of "interference" referred to is subject to determination by the U. S. Army.

2. As construction has not been completed at Ascension Island and as the garrison has not yet arrived, it is difficult to determine at this time to what extent British operations could be "conducted without unduly interfering" with our own operations and the primary purpose of the Base.

3. The request of Squadron Leader Suren has been forwarded to Operations Division, General Staff, with the recommendation that it be passed on to the Commanding Officer, Ascension Island for recommendation as soon as he is in a position to make recommendations.

(cont'd)

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Ascension Island

2. AFAEP AFAIC 7/17 CMT/jw
cont'd.

4. It is requested that you notify Squadron Leader Suren of the action taken and that in the meantime British transient aircraft are welcome to make use of the landing field and its limited facilities to what would be termed a "reasonable" extent in view of the circumstances.

5. British aircraft approaching Ascension Island should make use of proper radio identification codes. It is reported that two British planes have already been fired upon by the local anti-aircraft weapons.

Incl. w/d

O.L.A.
A/AFAEP

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C.C.S. 28/1

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(agate

For the period of the war and for six months thereafter, the terms and conditions under which the United States forces occupy Ascension Island shall be approximately the same as those now in operation for the Leased Bases, as set forth in the "Agreement for the Use and Operation of United States Bases" signed in London, 27th March, 1941, with particular reference to Article II thereof, with the proviso that substantial modifications will be necessary to suit local conditions on the Island, and with the further provisos that:

(a) The Government of the United Kingdom shall be granted the right to use the facilities of the U.S. Army Air Base, Ascension Island as necessary for the combatant operations and communication purposes of British Commonwealth Air Units subject to determination by the United States Army that such use will not interfere unduly with the primary purpose of the station.

(b) The Government of the United Kingdom shall be given the right to install such equipment and storage facilities on Ascension Island as it may require for the operation of British forces from time to time, provided that the location of said installations shall be such as to avoid interference with installations and operations of the U.S. Army Air Base and of the U.S. Army Forces charged with the defence of Ascension Island.

Washington, D. C.

23rd March, 1942.

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ARMY AIR FORCES

AIR TRANSPORT COMMAND

WASHINGTON

July 10, 1942.

MEMORANDUM FOR COLONEL LOVE.

Subject: Ascension Island.

1. Referring to my previous memorandum, I spoke to General George recently about Ascension Island. There are tentative requests that I have made to him on behalf of the British Admiralty and he suggested that I should hand them to you in writing for further consideration.

2. I have been asked to inquire whether you would be prepared to grant our naval aircraft a right to land on the airdrome which you are constructing.

3. Whether you would allow these aircraft, and make it possible for them, to refuel for the return to their ship. I Understand that they would never be based at Ascension and would only be in transit.

4. I have also to ask whether it will be possible that a site be reserved for use as an explosive store near the airdrome with a capacity of one thousand cubic feet.

5. The types of aircraft involved in the above requests would be the Walrus -- which is a one-motored Amphibian Catapult airplane-- and possibly aircraft from a carrier.

6. From the wording of this inquiry to us, it would appear that the idea is that our aircraft patrolling the coast of Africa and the South Atlantic Ocean would welcome the presence of an emergency landing ground where they might re-fuel in the case of necessity.

7. If you give me the permission requested I should be most grateful.

Squadron Leader H. F. Suren
R.A.F. Liaison Officer.

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July 3 Vogt

Contact paved runway 6000 X 150 with 50 ft shoulders each side. Lited unk SE 20 mile wind.
Negative.

Radio: Voice on 122.0
Homer 550 modulated CW
Can Stand 3V on any 3 of
12624, 11445, 8569, 8200,
6580, 4595

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June 24, 1942

Colonel James A. Ronin
Hdq. 1st Composite Sqd. and
Air Base Detachment, Key Field
Meridian, Mississippi

Dear Colonel,

Information I have been able to obtain is that the 692nd Signal Company, AWS (Frontier) is commanded by Capt. A. W. Gable, who is located at Fort Dix, New Jersey.

I think the general idea now is to have the B-25's flown. I would assume however, that there will probably be some difficulty in getting them from the Port of Embarkation to the air field, on account of the narrow gate way. Let me make this suggestion to you, that you make a personal check to see that the proper radio facilities are operating at your destination before you allow the planes to take off on their flight to their destination. Second hand reports can be quite erronous and you can not afford to take that risk in that instance.

I think you will have some little time before it is necessary to fly the B-25's to destination, inasmuch as I see no necessity and in fact consider it undesirable to have the B-25's arrive at the destination before the ground crews are there or before the pursuit are available for protection.

I still have hopes of dropping down for a visit. Best personal regards.

Sincerely yours,

CHARLES M. TAYLOR
Colonel, Army Air Forces.

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HEADQUARTERS
1ST COMPOSITE SQUADRON
AND
AIR BASE DETACHMENT
KEY FIELD
MERIDIAN, MISSISSIPPI

June 20, 1942.

Lt. Col. C. M. TAYLOR,
2117 Munitions Building,
Washington, D. C.

Dear Colonel,

Captain Martinez is now at the Port and is keeping me advised as to the status of our aircraft and other supplies and equipment. I anticipated difficulties in unloading aircraft at destination but thought that the difficulties could be overcome. However I believe that flying them is the best answer to the problem.

We have received two B-25C and two additional P39 airplanes and this will enable us to continue our training.

Colonel Baldwin was worried about the Aircraft Warning Service Company when he was here last week and brought up the question as to who was training and equiping them etc, and told me they were all mine, which was my reason for asking about them. Captain Martinez is looking in to their supply situation and is going to report their status to me as soon as he finds it out. If you know the name of the officer and his address who is commanding the Aircraft Warning Service Company, I would like to have it so I could get in touch with him.

The Weather Detachment situation is all straight now.

The personnel situation in this outfit is OK and I realize that other units are not as in good shape as we are so I just keep my fingers crossed on that score. Sorry we can't freeze them.

Thanks for the Table of Allotments and information on the Detachments.

If you get a chance come out and see us.

Regards,

James A. Ronin
JAMES A. RONIN,
Colonel, Army Air Forces,
Commanding.

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June 20, 1942
Date

RECEIPT OF SECRET LETTER

Receipt is acknowledged of letter to Colonel J. A. Ronin, Commanding Officer, 1st Composite Sqd., Air Base Det., Key Field, Meridian, Mississippi, from Lt. Colonel Charles M. Taylor, dated June 17, 1942, with 1 inclosure - Mimeo ltr AG 221 (6-2-42) EA-M-AAF, 6/8/42.

James A Ronin Col AAF.
Officer Rank

Hq. 1st Comp. Sq
Office

Note: To be accomplished and returned to:
Lt. Col. C. M. Taylor,
Room 2117, Munitions Bldg.
Washington, D. C.

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CONFIDENTIAL

Radio Facilities at "LAWYER".

(12-F5) LMS/vb

1.	AFRBS (B&G)	AFAEP Att: Lt. Col.C.M. Taylor	1942 6/17	1. Attached hereto is a memorandum relating to radio facilities at "LAWYER". 2. For your information and files.

1 Incl:
cy memo. 6/16/42

L. P. W.
D/BS

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June 16, 1942.

MEMORANDUM - Relative Radio Facilities at "LAWYER".

1. Reference radiogram received June 13, 1942, at Natal and forwarded to Operating Division, Director of Communication, signed Coughlin: -

"At this station:-

200 watt transmitter ready for operation as soon as other tower received.

2½ KW transmitter in operation following frequencies 11319, 11445, 12824, 4220, 4595, 6530, 8200, 8569.

2 KW Homer CW operating only and will complete installation of modulator on Homer within week.

This station in operation 24 hours daily.

No poles or instruction available for installation radio ranges.

No voice facilities this station. Will notify R.C.O. as voice available."

L. M. Sargent,
Lt. Colonel, A.A.F.
Foreign Projects Sect.

CONFIDENTIAL

11-95

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SECRET

James A. Ronin, Commanding Officer
1st Composite Sqd., Air Base Det.
Key Field, Meridian, Mississippi

Dear Colonel:

I have your letter of June 9th, and give you the following information:

Since we discussed the matter of freezing your personnel and equipment, several rather critical situations have arisen, such as, Alaska, etc., with result that it is practically impossible to freeze your personnel and equipment. I believe, however, that personal contact by you with the proper officers of the 3rd Air Force will gain more for you than any other method.

As for the Aircraft Warning Company Detachment, it is the responsibility of the Eastern Defense Command to see that this unit gets its movement orders and that it is kept at full strength with personnel that has been immunized, etc. I have been talking to the Director of Air Defense and he says that he is trying to round up the personnel of this unit for training, as a unit prior to sailing. At the present, it is my understanding that the personnel of this unit is scattered throughout other units and receiving its training in that manner.

As for obtaining airplanes, your best chance is through Colonel C. C. Chauncey at Tampa. He has talked to Colonel McCoy here and is cognicent of the situation.

The Director of War Organization and Movement states that your officers manning table will be sent as soon as it is officially issued. The manning table for the enlisted men is attached for your information.

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Effective July 1, 1942, the various ratings in the Air Force will be discontinued and only grades will be used. The attached manning table shows grades only. Relative to the grades and ratings for the Quartermaster and Ordnance Detachments, I am informed that the 223rd QM Plat. Serv. Center (Avn)(Rd) will be made up as follows:

1 Tech. Sergeant, 3 Staff Sergeants, 4 Technicians, 5th Class and 2 privates, first class.

The 806th Ordnance Company AWS (Frontier) (-def) will be made up as follows:

1 Tech. Sergeant, 1 Staff Sergeant, 1 Sergeant, 7 Technicians, 4th Class, 1 Corporal, 2 Technicians, 5th Class, 4 privates, 1st Class and 6 privates.

This information was given me verbally and I am informed that the manning table will be officially issued shortly.

In regard to the Weather Detachment, this matter has been settled to your satisfaction. The Director of Weather took the matter up with the 4th Regional Weather Officer at Maxwell and that officer informed us that they have notified you that you will retain your Weather Detachment.

As you know by now, there has been some trouble about delivery of the B-25's to destination. It is my understanding that the propellers and wing tips are in the hold of a ship that has recently sailed. The airplanes were left at the Port of Embarkation. Apparently, the ships gear was not suitable for unloading deck-loaded B-25's at destination. It has been suggested that B-25's be deck-loaded on the next boat, which it is anticipated, will have the proper gear. However, word has been received from the destination that it is impractical to handle deck-loaded B-25's at that point, wither for unloading or movement from dock to airfield. It is believed impractical to crate these B-25's as any reduction in size of crate units would require considerable shop facilities and technical skill for reassembly. It is my underatanding that investigation is being made as to the actual facts in connectinn with the difficulty of handling deck-loaded B-25's at destination. After this has been determined, it will be decided whether they will be deck-loaded or flown. If you are vitally interested in this matter, it might be well for you to participate in the discussion but I feel that something will be decided in a very few days.

Personal regards.

Sincerely yours,

1 Incl.- Mimeo ltr AG 221 (6-2-42)
EA-M-AAF, 6/8/42.

CHARLES M. TAYLOR
Lt. Colonel, Army Air Forces.

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SAFETY FILM KODAK

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Headquarters, 1st Composite
Squadron & Air Base Detachment,
Key Field, Meridian, Miss.,
June 9, 1942.

Lt. Col. C. K. TAYLOR,
Plans Division, Air Staff,
Washington, D. C.

Dear Colonel,

Reference our telephone conversation this morning. I believe the enlisted personnel in this unit should be frozen and that no further transfers out be made except for physical disability or cases of undesirable habits and traits of character. The Officer Personnel should be frozen also.

Several officers have been ordered out for priority assignments. Each time it has been necessary to train the replacements, equip them for overseas duty and give them their required immunization. This unit requisitioned supplies and equipment based on authorized strength and at one time was completely equipped with TBA Equipment, however since transfering some of the personnel for foreign service with orders that they be completely equipped, we are now short some items of TBA Equipment. Of course these items are on requisition but there is quite a time lag between getting an article on a requisition and getting issued to the soldier.

If it is at all possible I want every one fully equipped when they arrive at the Port.

The Weather Section authorized this unit is present and equipped and trained. I have received notice from the Base that all Weather Detachments are to be taken away and detachments furnished at the Port just prior to sailing. This is very unsatisfactory as I will have no way of knowing until it is too late whether such personnel are suitable to take to our destination. If there is a shortage of weather personnel I would like to keep at least half of the present detachment and use them for training weather recruit replacements.

Colonel Baldwin came down Sunday and just left today. I turned out the whole outfit for a formal inspection for him. He tells me that the Aircraft Warning Company at Fort Dix is going to be my baby at destination and he asked me what I had done about it. Well I haven't done anything about them but will as soon as I find out how to get in touch with them if no one else is taking care of them.

No allotment of Grades and Ratings for the Ordnance Detachment, now designated 806th Ordnance Company (AB) (Rd) or the Quartermaster Detachment, now designated 223rd Quartermaster Platoon Service Center (AVN) (Rd) have been received. I have a letter which states that the allotment will be made in a separate communication but I believe the separate communication has been lost enroute.

The Manning Table for officers, etc, that you mentioned in one of your

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letters has not been received yet. While it is not a vital need at present it is a very desirable thing to have.

Col Mac Coy

Pilot training has dropped off since losing the bombers and some P-39's. I believe that if we could get two B-25's and five more P-39's loaned to us until about July 10 we could use them to advantage. I traded my co-pilots who were all checked as 1st pilots to the 21st Bombardment Group for some of their co-pilots. I was willing to do this as I believe it was in the best interest of all concerned. The pilots I lost are now Flight Commanders in the group.

We had a rather bad crash in a P-39. It caught fire in the air and the pilot (Captain Wright) brought it in to a cotton field as he was to low at the time to jump. He will be in the hospital about a month and I will have to have a replacement for him which I will requisition through the 3rd Air Force.

Everyone is eager to get going and so the sooner the better. If you get a hot rumor on that date would appreciate you letting us know.

We received our Air Mechanics Pay and Flying Pay authority so are all fixed up on that score.

Come out and see us if you can.

Sincerely,

James A. Rowin.

JAMES A. ROWIN,
Colonel, Army Air Forces.

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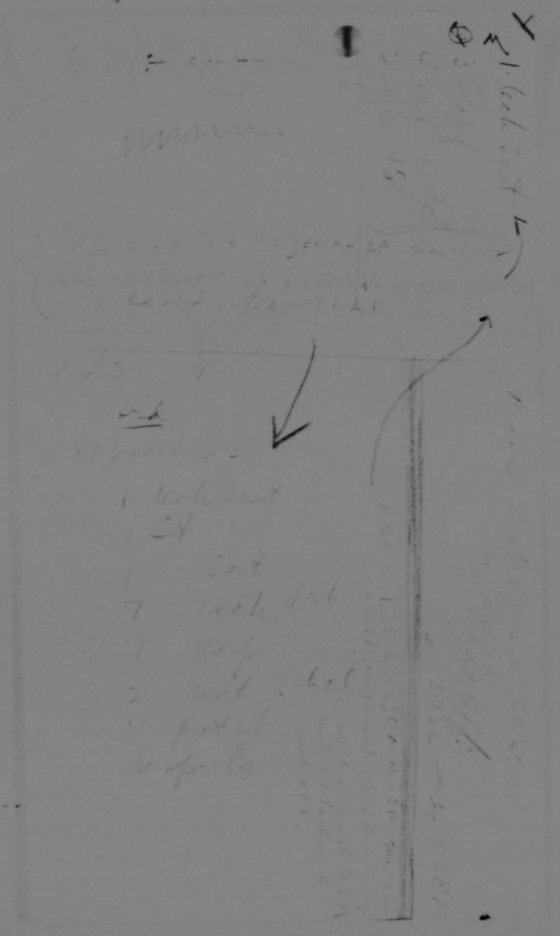

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rough draft

Colonel James A. Ronin
Hq., 1st Composite Sqd. 9 Air Base Det.
Key Field, Meridian, Mississippi

Dear Colonel:

Referring to your letter of June 9, I find it almost impossible to have your set up frozen at present because of the existing emergency in Alaska and the anti-submarine activity on the east coast and in the Gulf of Mexico. I am doing ever thing possible here to convince the various divisions concerned.

In regard to obtaining planes for training, advise you contact Colonel C. C. Chaney at Tampa, Florida. He is cognicent of the situation and has talked to Colonel McCoy here. He should be able to cover your needs. However it appears that the planes will have to be cotton through the 3rd Air Force.

Most of your Aircraft warning Company is already at "Lawyer" except some key men now in training at Fort Dix and I understand that they will either go direct to Lawyer or join you before you sail. You will not have to worry about training them.

The officers manning table will be sent you just as soon as [illegible] has completed it. The manning tables for the enlisted men is attached for your information. Effective July 1st, 1942, the various ratings in the Air Corps will be discontinued and only grades will be used. The manning table attached shows grades only.

I have not been able to get the final ruling on ratings for your AM and Ordinance detachment but same is being processed now and will be forwarded at the earliest possible moment.

I hope the above will ease the tension at the moment and I assure you that the information I cannot give at this writing, will be forwarded as soon as received.

Sincerely

CHARLES M. TAYLOR
Lt. Colonel, Army Air Forces
Plans Division, Hq., AAF

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Date

RECEIPT OF SECRET LETTER

Receipt is acknowledged of letter to Colonel J. A. Ronin, Commanding Officer, 1st Composite Sqd., Air Base Det., Key Field, Meridian, Mississippi, from Lt. Colonel Charles M. Taylor, dated June 17, 1942, with 1 inclosure - Mimeo ltr AG 221 (6-2-42) MA-M-AAF, 6/8/42.

Officer Rank

Office

Note: To be accomplished and returned to:
Lt. Col. C. M. Taylor,
Room 2117, Munitions Bldg.
Washington, D. C.

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SECRET

James A. Ronin, Commanding Officer
1st Composite Sqd., Air Base Det.
Key Field, Meridian, Mississippi

Dear Colonel:

I have your letter of June 9th, and give you the following information:

Since we discussed the matter of freezing your personnel and equipment, several rather critical situations have arisen, such as, Alaska, etc., with result that it is practically impossible to freeze your personnel and equipment. I believe, however, that personal contact by you with the proper officers of the 3rd Air Force will gain more for you than any other method.

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The 806th Ordnance Company AWS (Frontier) (-det) will be made up as follows:

1 Tech. Sergeant, 1 Staff Sergeant, 1 Sergeant, 7 Technicians, 4th Class, 1 Corporal, 2 Technicians, 5th Class, 4 privates, 1st Class and 6 privates.

This information was given me verbally and I am informed that the manning table will be officially issued shortly.

In regard to the Weather Detachment, this matter has been settled to your satisfaction. The Director of Weather took the matter up with the 4th Regional Weather Officer at Maxwell and that officer informed us that they have notified you that you will retain your Weather Detachment.

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Personal regards.

Sincerely yours,

1 Incl.- Mimeo ltr AG 221(6-2-42)
EA-M-AAF, 6/8/42.

CHARLES M. TAYLOR
Lt. Colonel, Army Air Forces.

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MEMORANDUM RE AGATE:

1. On June 9 Colonel J.A.Ronin, Commanding Officer of the First Composite Squadron destined for Agate telephoned Colonel Taylor regarding the following items:

a. The Weather Officer at Key Field had requested that the Weather Detachment for Agate consisting of one officer and 10 enlisted men now part of Colonel Ronin's Force be transferred to Maxwell Field and that Colonel Ronin would acquire a substitute weather detachment at the Port of Embarkation. This was based on radiogram to the Weather Office at Key Field from Tampa quoting a letter, AAF 220.33, May 5, directing the transfer of the weather sections of all units of the AAF to weather squadrons. This radiogram requested the transfer of all Weather personnel at Key Field to the 4th region at Maxwell Field.

b. Ronin requested information as to whether he was responsible for the maintenance at full strength, replacement of personnel and training of the aircraft warning corps which is a part of the Agate Force.

c. Ronin requested information as to the status of the publication of a manning table with grades and ratings for his organization.

2. Colonel Taylor secured the above information and telephoned Colonel Ronin on the afternoon of June 9 as follows: a. Weather detachment for Agate Force to remain under Colonel Ronin's command. The 4th Regional control officer at Maxwell Field advised the Director of Weather that he was notifying Ronin to this effect.

b. The filling of the Aircraft Warning Corps to strength, handling replacements and movement orders are to be issued by the Commanding General, Eastern Defense Command as set forth in the movement order for this force. The training of the A.W.S. Corps is the responsibility of the Director of Air Defense. Major Patrick of that office stated that the A.W.S. Corps for Agate is not assembled in one unit but is scattered in detachments, and that he would attempt to have the whole corps assemble at Drew Field for training as a unit.

c. The enlisted section of the Military Personnel Division has prepared the list of grades for the Air Task Force Agate and has requested the Adjutant General to publish same. That should be available by June 12 and copy is to be sent to Colonel Ronin as Commanding Officer of the Force.

C.M.T.

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May 29, 1942

Colonel James A. Ronin
1st Composite Squadron
Key Field
Meridian, Mississippi

Dear Colonel,

I have just got the dope on your pay for enlisted men. One of the reasons for the delay has been the fact that yours is an unusual situation - a maverick outfit, no less.

Another reason is that the matter could not be handled in the regular routine manner and they had to wait until some certain officer returned from a trip.

It is my understanding that the matter is all settled now and a letter is being written you officially on the subject. The information I obtained was that they are allotting you for flying pay for enlisted men $1176.00 per month, effective April 1st, and Air Mechanic's pay for forty-four Air Mechanics totalling $1760.00 per month. I believe that the Air Mechanics rating is being discontinued on July 1st and the ratings are being converted to grades.

Your letters were handled by the Enlisted Section of the Military Personnel Division of the Office of the Director of Personnel, Headquarters, Army Air Forces.

Personal regards,

Charles M. Taylor
Lt. Colonel
Army Air Forces

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SECRET

May 28, 1942

Colonel James A. Ronin
Headquarters First Composite Squadron
Key Field
Meridian, Mississippi

Dear Colonel:

With reference to your recent letter, the 1170 series is an air-ground series. They are all basically the same but are effective during different months.

It is assumed that your only use for them will be for your own operations at your destination. These pamphlets carry complete instructions on their use. It might be possible that you will have radio contact with Navy plans and surface vessels, therefore, your radio operators on the ground and in the air should be familiar with their use.

The other item referred to in your letter is an identification chart or rather an authentication chart. This chart also contains complete instructions and its contents, when properly used, will prove authenticity of any messages sent or received.

I would suggest that if any of the 1170 series are so dated as to permit you to open them at this time, that you do so and train your air and ground radio operators in encoding and decoding such messages.

CHARLES M. TAYLOR,
Lt. Colonel, AAF
Plans Division, Air Staff.

SECRET

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May 28, 1942

Colonel James A. Ronin
Headquarters First Composite Squadron
Key Field
Meridian, Mississippi

Dear Colonel:

With reference to your recent letter, the 1170 series is an air-ground series. They are all basically the same but are effective during different months.

It is assumed that your only use for them will be for your own operations at your destination. These pamphlets carry complete instructions on their use. It might be possible that you will have radio contact with Navy plans and surface vessels, therefore, your radio operators on the ground and in the air should be familiar with their use.

The other item referred to in your letter is an identification chart or rather an authentication chart. This chart also contains complete instructions and its contents, when properly used, will prove authenticity of any messages sent or received.

I would suggest that if any of the 1170 series are so dated as to permit you to open them at this time, that you do so and train your air and ground radio operators in encoding and decoding such messages.

CHARLES M. TAYLOR,
Lt. Colonel, AAF
Plans Division, Air Staff.

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HEADQUARTERS
1ST COMPOSITE SQUADRON
AND
AIR BASE DETACHMENT
KEY FIELD
MERIDIAN, MISSISSIPPI.

JAR/wes

May 25, 1942.

SUBJECT: Task Force Cryptography.

TO : Colonel Charles M. Taylor, Army Air Forces, Air Staff Plans Division, Room 2117, Munitions Building, Washington, D.C.

1. Request this headquarters be advised as to the responsibility of encoding and decoding messages at the point of operations.

2. This organization at present has no qualified Cryptographic Officer, but has been furnished the following documents:

CSP 1178 (G)	CSP 1179 (F)
CSP 1179 (D)	CSP 1179 (G)
CSP 1179 (E)	CSP 1259

3. In the event that the responsibility of encoding and decoding lies with this organization, request sufficient information concerning the operation of the above cipher devices be furnished such that personnel now available may operate same.

JAMES A. RONIN,
Colonel, Air Corps,
Commanding.

SECRET

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May 26, 1942.

Colonel James A. Ronin,
Headquarters First Composite Squadron,
Key Field, Meridian, Mississippi.

Dear Colonel:

Congratulations on the promotion. I felt sure it was coming but glad you got it before taking off.

Attached is list showing the personnel assignments and the manner in which they were made up. The movement order for the main body dated May 2, 1942, has been twice amended. The first amendment dated May 5 stated that the Ferrying Command would issue the movement orders for the Ferrying Command detachment rather than the Third Air Force. The second amendment dated May 16, 1942, corrected strength of the First Composite Squadron from 49 officers and 281 men to read 47 officers and 234 men plus one attached medical officer and 8 attached medical enlisted men.

Apparently the 3 officers set up as air base commanders have not been assigned you unless they are included in the 17 officers in the Headquarters of the First Composite Squadron. You are, of course, the Commanding Officer of the Air Units and Captain Norwood of your Staff is already at the destination. He is one of the three. If you wish two additional officers for this purpose and you do not believe that they are included in the 17 officers of the Headquarters of the First Composite Squadron, I think that you would be able to get them.

The original activation order called for one attached medical officer and 8 enlisted men in the First Composite Squadron, and one attached medical officer and 8 enlisted men in the Air Base Detachment. The medical section was apparently left out of the movement order covering the Air Base detachment. If you think you need this extra medical section, I believe you could get it. A chaplain was in the original directive from the General Staff but was left out of the movement order. I believe you could get the chaplain if you insisted on it.

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I have not been able to get any information as yet on the flying pay for combat crews but will send you that information as soon as I am able to. If you want any help from this end of the line on getting any additional personnel, let me know and I will be glad to do whatever I can.

Best personal regards.

Sincerely yours,

CHARLES M. TAYLOR,
Lt. Colonel, Army Air Forces,
Air Staff, Plans.

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	AS PER MOVEMENT ORDER AS AMENDED		POSSIBLE	
	Off.	E.M.	Off.	E.M.
1st Comp. Sq Hq 17 - 150 2 Flts Pur 16 - 41 1 Flt Bomb 14 - 43 47 234	47	234	47	234
Attached Med	1	8	1	8
Air Base Det	10	100	10	100
Attached med			1	8
Air Base Hq	0	0	3*	0
Ordnance Det.	1	10	1	10
QM Det	1	10	1	10
Weather Det	1	10	1	10
CWS Det	0	4	0	4
Am Airways Com. Serv. Det.	0	0	0	9**
Ferry Command	3	22	3	22***
692nd Sig Co (AWS)	6	111	6	111****
Chaplain	0	0	1	*****

* These 3 officers (1 Lt. Col, 1 Capt, 1 1st Lt) were left out of the Movement Orders but were in the original activation order. The Captain is at destination now.

** These 9 men are supposed to have gone to destination in first echelon and were included in Movement order for that echelon.

*** The first amendment to the Movement Order stated that the agency to issue the Movement Orders for this personnel was changed to the Commanding General, Ferrying Command.

**** The original activation order called for 112 men, the original movement order 111. The Movement Order for the first echelon ordered 1 officer and 7 enlisted men to destination and it is believed that they are there now.

***** Provided for in original Directive from the General Staff.

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HEADQUARTERS
1ST COMPOSITE SQUADRON
AND
AIR BASE DETACHMENT
KEY FIELD
MERIDIAN, MISSISSIPPI

May 19, 1942.

Lieutenant Colonel Charles M. Taylor,
Headquarters, Army Air Forces,
Washington, D. C.

Dear Colonel Taylor,

Thank you for taking care of the table of organization I sent in.

The personnel situation is becoming a headache but to date I have managed to stay about even. Have had a flood of applications for officers school and flying cadet training and since the need for them is vital I don't believe I am justified in holding them except in cases where it is obvious that they are unsuited. The officer situation is all OK now except one or two BI officers who may not be physically qualified for foreign service. The 3rd Air Force has given me everything I have asked for and the Base here really puts out for us.

We have all our Bombers now and the P-39's we got for training are OK. The Bombers were at Wright Field for a week and are now all fixed up. I sent a couple of men to the turrett factory for a week and believe they will be OK now for turrett technicians. The IFF man arrived this week.

I believe the number of enlisted personnel assigned to our unit is still confused. The 1st Composite Squadron according to the first figures I received had a total of 234 enlisted men. The number referred to in the movement order is 281. I have noted that the number of men in the detachments, i.e. weather - 10, Ordnance - 23, CWS - 4, and Quartermaster - 10, Total - 47. This figure added to 234 total 281. The order lists these detachments separately however and makes the total allowed 328. No provision was made for the Medical Officer (Flight Surgeon) and Medical Detachment of 8 men. I believe the Flight Surgeon and Medical Detachment to be essential with the number of Air Corps troops involved. If possible I would like to have them included by amendment to the movement order. The personnel would then be as follows:

	Officers	Enlisted Men
1st Composite Squadron	49 *	234
Medical Detachment	1 **	8 **
Air Base Detachment	10	100
Ordnance Detachment	1	23
Quartermaster Detachment	1	10
Weather Detachment	1	10
CWS Detachment	0	4

*Does not include Officer now at destination.
**Not included now in movement order.

1 2 3 4

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I have kept the 1st Composite Squadron at the original strength of 234 to date. If for some reason unknown to me it has been decided to increase this figure to 281 I would like to be so informed as soon as possible in order to requisition the 47 extra men and get them equipped.

Sorry to bother you so much and thanks a lot for the help you have given us. Best Regards.

Sincerely,

1060

James A. Rowin
JAMES A. ROWIN,
Colonel, Air Corps.

I forgot to mention that to date no allotment of funds has been received for payment of Combat Crews etc flying pay. I have written two letters on this subject requesting that funds be allotted but have received no reply - If you could do something about our flight pay I would appreciate it.

JAR

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

Note.--A line will be drawn across sheet after each comment.

File No. .....

Tally No. AAF .....

SUBJECT: Request for letters. SECRET

NO.	FROM	TO	DATE	COMMENTS
1.	AFAEP	AFMAG (Classified Mail Section)	1942 5/23	AFAEP CMT/alm It is requested that copies of the following secret letters be submitted to Genrer: (1) AG 370.5 (4-30-42)MC-E-M Subject: Movement order Shipment No. 5042. dated: May 2, 1942. (2) AG370.5 (5-4-42) MC-AF-M Amendment to above, dated May 5, 1942. (3) AG370.5 (5-14-42) MC-EM 2nd Amendment to above, May 15, 1942. Charles M. Taylor Charles M. Taylor Lt. Colonel, Air Corps, Air Staff, Plans.
2.	AFMAG	AFAEP	1942 5/23	Letters requested in Comment 1, above attached herewith H.A.B. 1st Lt., AC Chief, Classified Files Unit

SECRET

(Do not use reverse side) W-4071, AC. Rev. 8/14/41

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COPY NO. 139

WAR DEPARTMENT
The Adjutant General's Office
Washington

AG 370.5 (5-14-42) C-E-M May 16, 1942.

SUBJECT: Second Amendment to Movement Orders, Shipment 5042.

SECRET
Auth: T. A. G.
Initials
Date: 5-16-42.

TO: The Commanding Generals,
Eastern Defense Command;
Second Army; Third Air Force;
Charleston Port of Embarkation;
The Chief, Transportation Service;
The Chiefs of Supply Services.

Letter, this office, May 2, 1942, AG 370.5 (4-30-42) C-E-M, subject: Movement Orders, Shipment 5042, is amended as follows:

1. So much of paragraph 1 as reads:

Unit	Code	Station	Agency Issuing Orders	Strength Off	Strength EM
1st Composite Sq. (32 planes)	5042-C	Meridian, Miss.	Commanding General, Third Air Force	49	281

is amended to read:

Unit	Code	Station	Agency Issuing Orders	Strength Off	Strength EM
1st Composite Sq. (22 planes)	5042-C	Meridian, Miss.	Commanding General, Third Air Force.	47	234
Att. Med.				1	8

2. a. (1) Change the items in paragraph 7a(2)(a) to read:

1 Truck, ¼ ton, 4x4

(2) Under paragraph 7a(2)(b) delete the following:

2 Tractors, heavy, 1-1

(3) Add paragraph 7a(2)(d) to read:

Heavy tentage, complete, and cans, gasoline, 5 gallon, will not be taken by the following units:

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All Air Force and Air Force Service Units
Fillers for 175th Station Hospital
Hqs and Service Co, Force 8012
Btry B, 23th CA Bn
2d Platoon, Btry C, 28th CA Bn

b. Under paragraph 7a(3):

(1) Change bars, mosquito (one per individual) to read:

500 bars, mosquito

(2) Add the following:

500 pr. Goggles

c. Under paragraph 7b(1) add the following:

(1) Maintenance supplies for the following items will not be shipped initially because a sufficient supply is on hand at destination:

Cots
Tentage
Bars, mosquito
Cans, gasoline, 5 gallon
Boxes, ammunition, MG
Stoves, gasoline
Raincoats
Woolen clothing
Web equipment
Canvas leggings
Canteens and canteen covers
Cups
Mess cans
Knives, forks and spoons
Blankets
Kitchen equipment
Radiator brushes

(2) Add to "120 days Medical, Motor Maintenance supplies and spare parts" the following:

"including 1 Truck, 4-5 ton, 4x4, Tractor."

d. On the list furnished in compliance with paragraph 7b(2)(a), delete the following:

1 Truck, ½-ton, carryall
1 Truck, 2½ ton, wrecker, w/winch

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e. Change paragraph 7b(3) as follows:

(1) Delete the following:

1 Tractor, light
1 Tractor, with 1-ton crane
6 months supply of training ammunition

(2) Reduce the ammunition by the following amounts:

50,000 rounds, caliber .50, MG
5,000 37mm AP, shot
500,000 rounds, caliber .30 in MG belts

(3) Add the following:

5 Trucks, 1½ ton, bombing service
10 Trailers, bomb.

f. Under paragraph 7b(4) add the following:

Additional water distillation equipment (2000 gallon capacity)

g. Under 7b(8):

(1) Delete the following:

Necessary office equipment for Air Force

(2) Add the following:

1 ea F-2 Field Servicing unit (2000 gal. capacity), Truck, 4-5 ton, 4x4, tractor w/F-2 field servicing semi-trailer.

By order of the Secretary of War:

DWIGHT D. EISENHOWER,
Assistant Chief of Staff,
Operations Division, W.D.G.S.

OFFICIAL:

J. A. ULIO,
Major General,
The Adjutant General.

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Army Ground Forces; Army Air
Forces; Services of Supply;
Second Corps Area; Third Corps Area;
Fourth Corps Area;
First Air Force;
The Chief of Engineers (Att: Col. Gorlinski);
Col. Ross O. Baldwin, Inf, Camp Pendleton, Va.
Construction Div., Office Chief of Engineers;
The Judge Advocate General;
The Inspector General;
All Divisions and Directorates of the Air Staff
Chief R and R Branch, Opns Div., W.D.G.S.
The Divisions of the War Department General Staff;
Director of War Organization and Movement, AAF.

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SECRET WAR DEPARTMENT COPY NO. 1
The Adjutant General's Office
Washington

AG 370.5 (5-4-42)MC-E-M May 5, 1942.

SUBJECT: Amendment to Movement Orders, Shipment 5042.

: SECRET :
: Auth: T. A. G. :
: Initials CCW :
: Date: 5-5-42. :

TO: The Commanding Generals,
Eastern Defense Command;
Second Army; Third Air Force;
Ferrying Command; Charleston
Port of Embarkation;
The Chief, Transportation Service;
The Chiefs of Supply Services.

1. The address of letter, this office, May 2, 1942, AG 370.5 (4-30-42)MC-E-M, subject: Movement Orders, Shipment 5042, is amended by adding, The Commanding General, Ferrying Command.

2. The Agency to Issue Movement Orders for the Air Corps Ferrying Detachment, 5042-F, in paragraph 1 of letter referred to above, is amended to read, The Commanding General, Ferrying Command.

By order of the Secretary of War:

DWIGHT D. EISENHOWER,
Assistant Chief of Staff,
Operations Division, W.D.G.S.

OFFICIAL

J. A. ULIO,
Major General,
The Adjutant General.

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COPIES FURNISHED:
The Commanding Generals,
Army Ground Forces;
Army Air Forces;
Services of Supply;
Second Corps Area;
Third Corps Area;
Fourth Corps Area;
First Air Force;
The Chief of Engineers (Attn: Col. Gerlinski);
Col. Ross O. Baldwin, Inf, Camp Pendleton, Va;
Construction Div., Office Chief of Engineers;
The Judge Advocate General;
The Inspector General;
All Divisions and Directorates of the Air Staff;
Chief M. and R. Branch, Opns Div, W.D.G.S;
The Divisions of the War Department
General Staff;
Director of War Organization and Movement, WDGS.

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SECRET WAR DEPARTMENT COPY NO. 213
The Adjutant General's Office
Washington

AG 370.5 (4-30-42)MC-E-M May 2, 1942

SUBJECT: Movement Orders, Shipment 5042.

SECRET
Auth: T. A. G.
Initials AGR
Date: 5-2-42.

TO: The Commanding Generals,
Eastern Defense Command;
Second Army; Third Air Force;
Charleston Port of Embarkation;
The Chief, Transportation Service;
The Chiefs of Supply Services.

1. It is desired that you issue the necessary instructions applicable to you and/or take the necessary action without delay to prepare for foreign service and to move the units and detachments listed below to the Charleston Port of Embarkation so as to arrive at a time to be determined by the Port Commander. The Commanding Officer, Charleston Port of Embarkation will inform the agencies issuing troop movement orders (column 4 below) of the time and date units and detachments and the equipment accompanying them are desired at the Port.

Unit	Code Designation (Shipment No)	Station	Agency to Issue Movement Orders	Strength Off.	Strength E.M.
3d Bn, 91st Inf (less Cos I and L) (w/3d Bn Sec Med Det att)	5042-A	Camp Blanding, Fla. (Temp at Camp Pendleton, Va.)	C G, Second Army	18	497
Btry B, 20th CA Bn (155-mm Gun) (SM)	5042-B	Camp Pendleton Va.	"	5	163
2d Plat Btry C (SI), 20th CA Bn (155-mm Gun) (SM)	5042-C	Camp Pendleton Va.	"	1	34
Hq & Hq & Serv Co (Comp), Force 8012 (less Det)	5042-D	Camp Pendleton, Va.	"	8	59

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Unit	Code Designation (Shipment No)	Station	Agency to Issue Movement Orders	Strength Off.	Strength E.M.
Fillers for 175th Sta Hosp (150-bed)	5042-S	Camp Pendleton, Va.	C G, Second Army	4	53
1st Composite Sq. (32 planes)	5042-G	Meridian, Miss.	C G, Third Air Force	49	281
Air Base Det.	5042-H	Meridian, Miss.	C G, Third Air Force	10	100
223d Sig Plat. Serv. Carter (Arm)(2d)	5042-K	Meridian, Miss.	C G, Third Air Force	1	10
190th Cml Plat. Airdrome (2d)	5042-L	Meridian, Miss.	C G, Third Air Force	0	4
Weather Det.	5042-M	Baton Rouge, La.	C G, Third Air Force	1	10
692d Sig. Co. VHS (Frontier) (-Sqt)	5042-N	Ft. Dix, N. J.	C G, Eastern Defense Command	6	111
706th Ord Co. (AM)(2d)	5042-O	Meridian, Miss.	C G, Third Air Force	1	23
AC Ferry Command Det.	5042-P	West Palm Beach, Fla.	C G, Third Air Force	3	22

2. Agencies responsible for issuing movement orders (col. 4, par 1) are responsible for absorbing officer and enlisted personnel not qualified for foreign service, and for filling units, with both officer and enlisted personnel, to the strengths indicated above (col. 5, par. 1) by transfer of personnel from units under their control. Such transfers will be in grade and will not serve to reduce the current allotment of personnel, grades and ratings to units from which personnel is transferred. Source units are authorized to refill.

In filling units of the Second Army to officer strength indicated, Regular Army Officers will not be assigned in excess of those with organization on date of receipt of this order.

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3. This is a PERMANENT change of station.

4. Movement to the Port will be made by motor and/or rail. In so far as practicable, organic wheeled motor transportation will move overland when distances do not exceed 500 miles. Movements in excess of 500 miles will be made by rail. For motor movements, maximum use will be made of military reservations for overnight camping.

5. Direct communication is authorized. In this connection, see par. 17, Inclosure No. 1 (Revision of March 22, 1942).

6. Pertinent parts of the provisions of Inclosure No. 1 (Revision of March 22, 1942) are applicable to this movement except as follows:

a. The responsibility of the Commanding General, Army Ground Forces insofar as par. 5 a. is concerned is hereby delegated to the Commanding General, Second Army.

b. Add par 9, b (4): Vaccinate with Typhus vaccine as directed in Sec III, Circular No. 4, WD, January 6, 1942 and Circular letter SOS No. 3, January 17, 1942.

7. Additional Instructions on Clothing, Equipment, Supplies and Ammunition.

a. To be taken from Home Stations:

(1) Clothing (summer-tropical only) and individual equipment as prescribed in Table of Basic Allowances No. 21, February 23, 1942 (mobilization column), except that one set of woolen outer garments will be taken (cap, garrison; gloves, wool; overcoat; and trousers, wool).

(2) Organizational equipment will be taken as prescribed by proper Tables of Basic Allowances except as noted below. Organizational equipment will be taken by those units without Tables of Basic Allowances in accordance with special lists prepared and distributed by the Commanding Generals, Army Air Forces and Army Ground Forces.

(a) For 3d Bn, 91st Inf (less Cos I & L) (plus 3d Bn Sec Med Det, 91st Inf), only the following motor transportation will be taken:

10 Trucks, ¼-ton, 4 x 4.

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(b) For Btry B, 28th CA Bn (155-mm Gun) (SM), T/BA equipment to be taken will be as prescribed in T/BA No. 4, March 1, 1942, for a 155-mm gun battery, based on a strength of 5 officers and 163 enlisted men, and major items of equipment except transportation as prescribed in paragraph 3 b, letter WD, AGO March 8, 1942, file AG 320.2 (2-28-42)MR-M-C, subject: Constitution and Activation of Ground Force Units. The following transportation, only, will be taken:

2 Tractors, heavy M-1
1 Trailer, water - 250 gal
1 Truck ¾ T 4 x 4

(c) For 2d Plat Btry C (SL), 28th CA Bn (155-mm Gun) (SM), T/BA equipment to be taken will be a proportionate part of the equipment prescribed in T/BA No. 4, March 1, 1942, for a Searchlight Battery, based on a strength of one officer and 34 enlisted men, and major items of equipment except transportation as prescribed in paragraph 4 b, letter WD, AGO March 8, 1942, file AG 320.2 (2-28-42)MR-M-C, subject: Constitution and Activation of Ground Force Units. The following motor transportation, only, will be taken:

4 Trailers, S L
1 Truck, ¾ T, 4 x 4

(3) The following additional items will be taken:

Field Jackets (one per individual)
Tropical helmets (one per individual)
Shoes, service (one extra pair per individual)
Towels, bath (two per individual)
Bars, mosquito (one per individual)
Gloves, horsehide, riding (one pair per individual)
Covers, mattress (two per individual)
Shirts, flannel, OD (2 per individual)
8 Guns, 37-mm, Antitank
200 Guns, sub-machine, M1928A1, cal. .45
200 Cases, 5 pocket, 20 round magazine, gun, sub-machine, cal. .45.

b. To be Shipped to the Charleston Port of Embarkation:

(1) The Chiefs of Supply Services will ship the following:

140 days' Class I supplies, rations to be Type B
120 days' Class II supplies
120 days' Class III supplies, except aviation gas and oil
120 days' Class IV supplies
60 days' supply aviation gas and oil
120 days' Medical, Motor Maintenance supplies and spare parts

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(2) The Quartermaster General will ship the following:

(a) For all units:

In accordance with a special list of equipment furnished by the Commanding General, Services of Supply.

(b) For the Navy Detachment (Marked 5042-DD):

In accordance with a special list of equipment furnished by the Commanding General, Services of Supply.

(3) The Chief of Ordnance will ship the following:

10 units of fire for all weapons except AA
15 units of fire for AA weapons
28 machine guns, caliber .30, M1917A1
8 machine guns, caliber .50 HB
4 machine guns, caliber .50 WC, AA
4 mortars, 81mm
10 Instruments, observation, French (3 power)
120 days supply of ordnance spare parts, cleaning and preserving material and lubricants
Power and Hand tools for a small ordnance shop
10 bombing missions (pursuit)
60 small arms missions (pursuit)
25 bombing missions (bomb.)
30 small arms missions (bomb)
6 month's supply of training ammunition
1 Truck, ½ ton, emergency repair
1 Tractor, light
1 Tractor, w/1 ton crane

(4) The Chief of Engineers will ship the following:

In accordance with a special list of equipment furnished by the Commanding General, Services of Supply.

(5) The Surgeon General will ship the following:

Special equipment for one food inspector.
28 Packets, first aid (Marked 5042-DD)

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(6) The Chief Signal Officer will ship the following:

In accordance with a special list of equipment furnished by the Commanding General, Services of Supply

(7) The Chief of Chemical Warfare Service will ship the following:

2 Kits, gas mask repair, regt.
Respirator, dust (one per individual)
2000 Pots, smoke, HC
Materials for impregnation of uniforms
28 Gas masks (for the Navy Detachment) (Marked 5042-DD)

(8) The Commanding General Air Service Command will ship the following:

18 P-39 Airplanes (crated)
4 B-25 Airplanes (to be deck-loaded)
Tow target equipment for one medium Bomb. plane
Necessary office equipment for Air Force Personnel.

(9) The Bureau of Ships, Navy Department will ship equipment for the Navy Detachment, Marked 5042-DD, in accordance with a special list prepared and distributed by the Commanding Officer, Navy Detachment.

c. Instructions Reference Shipments to the Port.

(1) Shipments will be prepared so as to reach the Charleston Port of Embarkation by May 20, 1942.

(2) Shipments for a specific unit will be marked as follows:

TO: PORT QUARTERMASTER
CHARLESTON PORT OF EMBARKATION
CHARLESTON, SOUTH CAROLINA

FOR: SHIPMENT 5042-(enter letter designation as given in paragraph 1, above)

(3) Other supplies and equipment will be marked as above, except that the proper letter indicated below will be substituted for the organizational letter indicated in paragraph 1, above.

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LL for Quartermaster supplies
MM for Ordnance supplies
NN for Engineer supplies
OO for Signal supplies
PP for Chemical Warfare supplies
RR for Medical supplies
SS for Air Force supplies
TT for Army Exchange supplies
UU for American Red Cross supplies
VV for Adjutant General supplies

d. Responsibility for supply

(1) The Commanding General, Charleston Port of Embarkation, is responsible for maintaining the following levels of supply at destination:

140 days of Class I supplies
30 days of fresh components of the ration
120 days for all other supplies, except ammunition and aviation gas and oil
60 days' supply aviation gas and oil
10 units of fire for all weapons except AA
15 units of fire for AA weapons

e. Other Instructions.

(1) Separate instructions have been issued to the Quartermaster General to ship 4 Trucks, ¼ ton, 4x4, rcn, to Camp Pendleton, Virginia, for Hq and Hq & Serv. Co., Force 8012.

(2) Separate instructions have been issued to the Chief or Ordnance to ship the following items to the Post Ordnance Officer, Camp Pendleton, Virginia, for Force 8012.

8 guns, 37mm, AT, M3, w/carriage
200 guns, submachine, M1918A1, caliber .45
200 cases, 5-packet, 20 round magazine, gun, submachine, caliber .45

(3) At least one unit of fire for weapons in the hands of troops will be stored aboard transports so as to be readily available during the voyage.

(4) Two pairs of eyeglasses and prescriptions therefor should be taken by all individuals requiring glasses, inasmuch as none are available at destination.

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8. All identification marks, such as divisional, separate brigade, regimental, separate battalion, and similar unit organizational designations or insignia on all classes of individual and organizational uniforms, clothing, baggage and property, and equipment except as noted below, will be removed or effectively obliterated before departure from present station.

National flags, regimental flags, distinguishing flags, and unit guidons will be turned in to the supply officer of the regiment, separate battalion, or similar unit for safekeeping prior to departure from the home station, and will not be taken into the combat zone.

9. Report to the Commanding General, Army Ground Forces and the Commanding General, Army Air Forces by telephone or telegraph (NOT radio) date of departure of respective units from home stations.

10. a. Obligate the following procurement authorities for the movement of Air Corps units, using appropriate purpose numbers:

Finance Service, Army

FD 33 ---------- A 0425-23

Army Transportation--Motor

QM 1615 ---------- A 0525-2 "C"

Army Transportation--Commercial

QM 1615 ---------- A 0525-2 "D"

b. Obligate the following procurement authorities to the extent necessary for all other units, using appropriate purpose numbers:

Finance Service, Army

FD 33 ---------- A 0425-23

Army Transportation--Motor

QM 1620 ---------- A 0525-2 "C"

Army Transportation--Commercial

QM 1620 ---------- A 0525-2 "D"

c. For movement of all units after May 15, 1942.

Travel if personnel - governed by Sec II, WD Cir #117, April 22, 1942.

Transportation of things - governed by Sec VI, WD Cir #127, April 29, 1942.

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11. a. Personnel involved in this movement will be advised IN THE CLEAR of the following Post Office address which they may furnish to their friends and relatives:

Private Richard Roe, (Army Serial No. if known),

Organization, including Company or similar designation

APO 1058, c/o Postmaster, New York City, N.Y.

b. Upon arrival at destination personnel involved in this movement will use the mailing address of the troops at that station.

By order of the Secretary of War:

DWIGHT D. EISENHOWER,
Assistant Chief of Staff,
Operations Division, W.D.G.S.

OFFICIAL:

J. A. ULIO,
Major General,
The Adjutant General.

1 Inclosure:
Incl. #1 - Instructions Applicable to Units Ordered Overseas - (Revision of March 22, 1942).

COPIES FURNISHED:
The Commanding Generals,
Army Ground Forces; Army Air Forces; Services of Supply;
Second Corps Area; Third Corps Area;
Fourth Corps Area;
First Air Force;
The Chief of Engineers (Att: Col. Corlinski);
Col. Ross O. Baldwin, Inf, Camp Pendleton, Va.
Construction Div., Office Chief of Engineers;
The Judge Advocate General;
The Inspector General;
All Divisions and Directorates of the Air Staff
Chief R and R Branch, Opns Div, W.D.G.S.
The Divisions of the War Department General Staff;
Director of War Organization and Movement, AAF.

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INSTRUCTIONS APPLICABLE TO UNITS ORDERED OVERSEAS
(Revision of March 22, 1942)

1. a. The following instructions are applicable to all units ordered overseas, except as specifically excepted in the order to which this inclosure is attached. In such cases, the order will govern.

b. As used herein, the expression "Chiefs of Supply Services" includes the Commanding General, Air Service Command, for matters pertaining to Air Force technical supply only.

c. As used herein, the expression "similar commander" includes the Commanding Generals, Eastern and Western Defense Commands and Corps Areas, for units under their command.

2. General Information.

a. Command. Units ordered to a Port of Embarkation or staging area for transfer overseas will pass to the control of the Commander of the Port or the Commander of the staging area, as the case may be, upon arrival thereat. Units moving to the Port of Embarkation or staging area by rail will be under the control of the Commanding General, Services of Supply during the period of the rail movement.

b. Staging Areas. Units will normally move from home stations to staging area in the vicinity of the port of embarkation. General objectives to be attained while therein are as follows

(1) A final inspection and issue of equipment to insure that the unit is completely ready for overseas service.

(2) Final repair of equipment in the hands of troops.

(3) Conduct of training in accordance with former programs and future requirements in so far as equipment will permit, with emphasis on bringing all individuals to a high state of physical condition just before embarkation.

3. Clothing, Equipment, and Supplies to be taken from Present Stations. The following modification of Tables of Basic Allowances will be effective for this movement:

a. Ammunition sufficient for guard purposes only will be taken.

b. Trunk lockers for enlisted men will not be taken. Instead, each individual will take a total of two (2) barrack bags.

c. Motor vehicles will be limited to 1940 or later models.

d. Commanding Generals, Army Ground Forces and Army Air Forces,

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or Chiefs of Supply Services, will prepare special lists of equipment for composite units and detachments not covered by Tables of Basic Allowances. These special lists of equipment will include items and quantities of equipment generally in proportion to those of similar units organized under standard Tables of Basic Allowances with the variations therefrom required by comparative strength and special local conditions. These tables will require no approval of higher authority. Officers who prepare these lists will furnish copies to Chiefs of Supply Services, the Commanding Officer of the unit or detachment itself, and the Commanding General of the Port of Embarkation from which it is scheduled to sail. Units and detachments which are equipped according to lists of equipment prepared under the above instructions will be equipped by the same agencies and in the same manner as units which have approved Tables of Basic Allowances, unless the basic order directs other procedure.

4. Priority. Upon receipt of orders for overseas movement, units will be placed in an immediate priority for the supply of all articles of equipment. As compared to other units in a similar status, priority will be given the unit the equipment for which must reach the port of embarkation at the earliest date.

5. Procedure to be followed in Equipping Units:

a. The Commanding Generals, Army Ground Forces, Army Air Forces, Services of Supply, or similar Commanders, will for units under their command perform the following duties with the least possible amount of delay after warning orders for the movement have been received:

(1) Be responsible for the conduct of inspections to determine the completeness and serviceability of supplies and equipment.

(2) Be responsible for proper preparation and submission of requisitions for necessary supplies and equipment.

(3) Fill shortages in unit from available credits, or by transferring equipment from other units of their command when time and distance factors make this procedure practicable. Transfers of controlled items of equipment will be reported to the Chiefs of Supply Services concerned.

(4) Report direct to the Chiefs of Supply Services concerned all shortages remaining after the completion of the three above steps. One copy of these reports will be sent to the port commander.

(5) Report to the Commanding General, Services of Supply, the status of equipment and supply of each unit after reports have been received from the unit commander indicated in paragraph 5 e (3) below. This report is desired for information only. It will be made by telegraph or radio as early as practicable after the receipt of warning orders for the movement, and will give a brief and concise picture of the shortages still existing, to include specific information concerning more important items only.

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b. Commanders of Exempted Stations will, for units under their command, perform the duties outlined in paragraph 5a above.

c. Supply Officers of the post, camp, or station at which units are located will perform the following:

(1) Furnish the units with necessary supplies and equipment which are available locally. (See par. 5 e (2))

(2) Request proper depots to furnish immediately those articles that cannot be secured locally.

(3) Submit to unit commanders a list of supplies and equipment which cannot be obtained from depots or which cannot be received from depots in time for issue prior to departure from home stations. A copy of this report will be furnished the Commanding General, Ground Forces, Air Forces, or similar Commanders.

(4) Furnish each unit commander bills of lading and allied papers necessary for the preparation of the report called for in paragraph 5 e (5), below.

(5) Consult the port commander as to procedure in regard to items requisitioned but not furnished units prior to departure from home station, if these items were not included in the list of shortages reported as indicated in paragraph 5 c (3) above.

d. The Chiefs of Supply Services will as far as possible fill shortages reported to them by shipments direct to the Port of Embarkation. Remaining shortages which cannot be filled prior to departure overseas will be reported to the Commanding General, Services of Supply, and to the unit commander concerned through the port commander. (See paragraph 6).

e. Commanders of regiments or higher units and Commanders of separate units will (see paragraph 6):

(1) Report to The Quartermaster General the make, type, and U. S. registration number of all motor vehicles which will accompany the unit overseas. This report will be made by the most expeditious means available as soon as possible after the receipt of warning orders. Subsequent major changes will be similarly reported. This information is necessary in order to determine the spare parts which should accompany the unit for maintenance purposes.

(2) Submit requisitions for necessary supplies and equipment to the supply officers of the post, camp, or station at which their commands are located. (See par. 5c)

(3) Report direct to the Commanding General, Ground Forces, Air Forces, or similar commander the supplies and equipment which cannot be secured as a result of the above action.

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(4) When directed by the port commander, send an advance billeting party to the staging area to make preliminary arrangements for the reception of the unit. This advance party should include one non-commissioned officer per company or similar unit, and officers as considered necessary. A representative of the unit plans and training officer will be included in the advance billeting party so that he can familiarize himself with training facilities at the staging area.

(5) As directed by the port commander, report in person or by representative, to the proper port of embarkation, prepared to accomplish the following:

(a) Furnish information concerning freight shipments made by the unit.

(b) Furnish information concerning priorities of l transports.

(c) Sign for supplies and equipment received at the for the unit.

(d) Check equipment received at the port and report the port commander all shortages of equipment not covered by shipments, a determined from reports received by the port commander.

(e) Report to the port commander all equipment and supplies not received by sailing date. This report will be based on the following:

1. Shipments to the port by the unit.

2. Shipments to the port for the unit by the C of Supply Services.

3. Articles in the hands of the unit, including equipment and supplies secured at the port of embarkation.

f. The Port Commander will:

(1) Inform the agency directed to issue movement orders to the exact destination, and the date and hour at which it is desired th each unit will arrive at the port or at a staging area therefor. If movement is to be by rail or commercial buses this information will also be sent to the Traffic Control Branch, Transportation Division, Services of Supply. In addition, information will also be furnished as to destinati of separate shipments of impedimenta.

(2) Inform the agency directed to issue movement orders, to the dates on which advance billeting parties are desired at the staging area and on which each unit commander or his representative will arrive at the port.

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(3) Utilize available supplies and equipment to fill shortages in the unit.

(4) Supervise a final show-down inspection of the unit to determine the completeness and serviceability of clothing and equipment available for inspection. When it is so desired, the Chiefs of Supply Services may be called on to furnish inspectors to give technical assistance in conducting this inspection.

(5) Report to the Commanding General, Services of Supply, all shortages of the unit which are not covered by shipments and which cannot be supplied at the port or in the staging area.

(6) Follow up all shipments reported to him so as to insure proper delivery.

6. Instructions Reference Shipments to the Port. (See AR 30-945- "Transportation of Troops, Entraining, Duties En route, and Detraining.")

a. Troop Movements by Rail or Commercial Buses.

(1) As soon as practicable after receipt of warning orders, unit commanders through the local Transportation Officer will furnish the Traffic Control Branch, Transportation Division, Services of Supply, and in emergency, the carrier, with advance information necessary to proper arrangements for rail transportation (see paragraph 8, AR 30-930). In these reports the proper shipment number and letter (as indicated in paragraph 1 of the basic order) will be used rather than the organizational designation. Railroad equipment will not be ordered by transportation officers until unit commanders are notified as to the desired time of arrival at the port of embarkation or staging area therefor. Carriers should be advised, however, that the movement is contemplated, and be given such information as is available regarding probable requirements of railroad equipment.

(2) The port commander will furnish timely notice of the desired date and hour of arrival of units at the port to the agency directed to issue movement orders, who will notify all units concerned. Upon receipt of this information the unit commander will pass on the information to the local transportation officer who will then comply with par. 8, AR 30-930. Upon receipt of routing from the Traffic Control Branch, post transportation officers will make detailed arrangements with local railroad representatives and then notify the units concerned as to the place and time of departure and the routing to be followed.

(3) Units will be dispatched to the Port of Embarkation so as to arrive there at the time specified by the port commander, regardless of progress made in filling shortages of organizational equipment.

(4) Before departure from initial point, markings which indicate the point of origin or the destination of the unit will be removed from all railroad equipment.

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b. Troop Movements by Motor.

(1) The port commander will notify the agency directed to issue movement orders as to the date, time, and staging area or nearby point at which the motor convoy will pass to the control of the port commander. The convoy commander will inform the port commander of any change in the expected time of arrival.

c. Freight Shipments.

(1) The Traffic Control Branch, Transportation Division, Services of Supply, will be requested to furnish routings for separate shipments of the equivalent of one or more carloads of freight being shipped to the Port of Embarkation not as a part of a troop movement. These shipments will be made, however, only when a release is obtained from the Traffic Control Branch.

(2) Reports concerning shipments to the Port Quartermaster will be made by agencies as follows:

(a) Chiefs of Supply Services and other agencies shipping equipment or supplies as directed in the basic order, other than shortages, will submit a consolidated, itemized list (in triplicate), showing the date of the shipment, the items shipped, and the weight and cubage of each separate container.

(b) Chiefs of Supply Services and other agencies will submit (in triplicate) a consolidated, itemized list of articles shipped to fill reported shortages of units sailing, to include the shipment number and letters of the units concerned, the agencies directed to make the shipment, and the estimated dates of shipment.

(c) Regimental and separate unit Commanders will submit (in triplicate) a consolidated, itemized list of shipments of organizational equipment, to include the shipment number and letters, the date of shipment, the items shipped, and the initials and number of freight cars used, with a brief description of the contents of each car. These reports will include pertinent data as above concerning shipments of organizational equipment (other than individual) by motor.

(d) All reports will be made by air mail or by the most expeditious means available so as to reach the Port prior to the arrival of the shipment. One copy of each of the above reports will be furnished the Water Transportation Branch, Transportation Division, Services of Supply, Municipal Bldg., Washington, D. C.

(3) Although no changes in prescribed markings are authorized, company or similar unit designs will be painted on packages so as to facilitate ready identification.

(4) A packing list or tally-out sheet listing the contents will be enclosed in a container and securely attached to the outside of each package. The weight will be marked on the outside of each package weighing

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more than three tons. All equipment requiring crating will be packed at home stations unless necessary for use en route, in which case crating materials will be prepared at home stations and shipped or taken with the equipment to the port of embarkation so as to facilitate crating there.

(5) A record of the initial and number of each freight, baggage, or express car, and a complete listing of all property in each car will be made at time of loading by each unit commander and a copy thereof delivered to the Port Quartermaster at the port of embarkation.

(6) Unit loading, insofar as is practicable without waste of cargo space, will be employed.

(7) In emergency cases the shipper will make an immediate report by telephone, teletype, or telegraph to the Traffic Control Branch and to the consignee, giving car numbers and initials, date of shipment, routing, shipment number if known, and a brief description of contents.

7. Other Instructions.

a. Prior to departure from home stations requisitions will be submitted through normal channels to The Quartermaster General covering maintenance requirements for a period of six months for personnel requiring special measurement or non-tariff-size clothing.

b. All identification marks such as divisional, regimental, or lower organizational designations or insignia on all classes of individual or organizational uniforms, clothing, and equipment (including motor vehicles) will be removed or effectually obliterated before departure from present stations.

c. Chiefs of Supply Services will insure that their shipping agencies (including contractors) conform to instructions published in this order, particularly concerning the proper marking of packages.

d. Prior to departure from home stations, units will dispose of all organizational fund property.

e. Baggage on Transports (See AR 30-1210).

(1) Enlisted men will be limited to individual equipment and to two barrack bags, designated respectively as barrack bag A and barrack bag B.

(2) Officers, warrant officers, and nurses will be limited to the following (not to exceed 175 lbs. in all):

One musette bag
One piece of hand baggage (not over 40 lbs.)
One bedding roll (not over 50 lbs)
One trunk locker.

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(3) General officers will be allowed an additional trunk locker or wardrobe trunk.

(4) All individuals should pack their belongings so that articles considered necessary during the voyage will be packed in the following containers:

Enlisted men - barrack bag A
Officers - Musette bag and hand baggage

The basic order will indicate general type of clothing needed during the voyage.

f. Animals and privately owned cameras will not be taken aboard transports. Radios and electric razors may not be used aboard transports.

g. When boarding transports, personnel will be equipped with gas masks and steel helmets.

h. Unit commanders may arrange with the port commander for companionway storage of rations and ammunition for weapons in the hands of troops.

i. Additional instructions concerning procedure at staging areas, port of embarkation, and aboard transports should be consulted as follows:

AR 30-1100 "Oversea Movement of Organizations and Casuals."

Staging Regulations for Staging Areas
Port Regulations for Ports of Embarkation

Army Transport Service Regulations

8. Men finally selected to attend officer Candidate Schools will not accompany the units to staging areas or overseas.

9. a. All personnel will require special physical examinations as prescribed by paragraph 14, AR 40-100, prior to departure from home station.

b. The following immunization in conformity with current War Department instructions will be initiated as early as practicable.

(1) Revaccinate with smallpox vaccine and complete all typhoid inoculations as required by AR 40-215 provided these have not been completed within twelve months prior to departure from continental United States.

(2) Vaccinate with tetanus toxoid as directed in Circular letter, SGO, No. 34, April 16, 1941, and Circular letter, SGO No. 110, in November 10, 1941.

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(3) Vaccinate with yellow fever vaccine as directed in Circular letter, SGO, No. 9, February 12, 1941.

10. Dependents will not accompany troops. See letter, this office, June 7, 1941, AG 541.1 (5-26-41)MO-D-M, subject: Transportation of Dependents and Household Goods to Overseas Stations. If travel is performed by privately owned automobiles Paragraph 1 g, AR 605-180 applies.

11. a. It is desired that the issuing agency furnish a copy of all travel orders involved in Air Force movements to the Commanding General, Army Air Forces (Attention Fiscal Section), with the estimated cost by procurement numbers under procurement authorities listed above.

b. It is desired that the issuing agency furnish a copy of all travel orders involved in movement of all other units and detachments to The Adjutant General (attention Fiscal Section) with the estimated cost, by procurement numbers under procurement authorities listed above.

12. Reports of designation of unit and detachments, strength, method of movement, and dates of departure and arrival will be made by train and convoy commanders to The Adjutant General.

13. a. Attention is invited to Section II, War Department Circular No. 220, October 17, 1941, which directs that extract copies of classified orders, without classified markings, will be furnished to the unit personnel section or other reporting source in order to permit the preparation of reports of changes (WD AGO Form No. 303) for units or individuals covered by such classified orders.

b. The machine records unit servicing the organization or detachment at home station and the machine records unit servicing the port of embarkation will both be notified of the movement at this time the provisions of paragraph 8, Chapter VII, Technical Manual 12-305, January 1, 1942, pertaining to disposition of status cards will be complied with. Cards will not be marked as to restricted classification but will be mailed in sealed packages with inner wrapper marked with pertinent classification.

14. Emergency addressee cards, W. D., A.G.O., Form No. 43, will be delivered to the Commanding General, Port of Embarkation, as required by Circular No. 251, War Department 1941.

15. Allotment of pay.

a. Attention is invited to the provisions of AR 35-5520, (March 4, 1941). It is desired that all concerned be acquainted with the provisions of this regulation and that they be encouraged to take advantage of its authorization prior to departure from home stations.

b. Notwithstanding the wording of paragraph 7, AR 35-5520, allotments will be accepted to include total base and longevity pay and subsistence allowance.

16. National Service Life Insurance. Strict compliance with Section II, 1, Circular No. 7, W. D. 1942 is enjoined.

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17. When in the judgment of the responsible officer the time element demands it, authority is granted to remove the restricted classification from correspondence, including requisitions, providing nothing in the correspondence or requisition directly or indirectly discloses the composition of the shipment, its destination or date of sailing. Direct communication is authorized.

18. All officers and non-commissioned officers of the units to be moved will exact the utmost precaution in the maintenance of secrecy. At the time the unit is alerted, every individual will be imbued with the necessity for secrecy and will be cautioned to refrain from discussing the movement outside the command and to refrain from writing letters, sending telegrams, or radiograms, or making telephone calls wherein the contemplated movement is discussed. Attention is invited to the provisions of FM 30-25 and Section VIII, AR 380-5.

19. Each unit and detachment will secure two sets of current locator cards from the machine records unit servicing their unit or detachment. One set will remain with the organization and the other set will be delivered to the Postal Officer upon arrival at the staging area.

20. ARMY EXCHANGE SERVICE:

a. When applicable, an Exchange Officer and Exchange Council will be appointed for a force destined for station overseas. The Exchange Officer for forces embarking at Atlantic ports should visit the Army Exchange Service, Services of Supply, Washington, D. C., and the Purchasing Division, Army Exchange Service, 111 Eighth Avenue, New York, New York or, for forces embarking at Pacific ports, he should visit the Officer in Charge, Army Exchange Service, Purchasing Section, 26 O'Farrell Street, San Francisco, California. This action will make it possible for the officer concerned to become thoroughly acquainted with the arrangements for the operation of overseas exchanges.

21. At the time the unit is alerted, every individual will be advised of the provision of Article of War 28, which reads as follows:

"Any person subject to military law who quits his organization or place of duty with the intent to avoid hazardous duty or to shirk important service shall be deemed a deserter."

Absence from entrainment or embarkation is considered important service within the terms of Article of War 28. All should be informed that conviction of desertion in time of war entails a loss of rights of citizenship and may be punished by death.

The attention of all concerned is invited to the provisions of Paragraph 10, Army Regulations 615-500, with reference to disposition of service records and allied papers of deserters.

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WAR DEPARTMENT
The Adjutant General's Office
Washington

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AG 370.5 (2-14-42)MSC-C-M

February 15, 1942.

SUBJECT: Movement Orders, Shipment 4612.

: S E C R E T :
:Auth: T. A. G. :
:Initials 8Pe :
:Date: 2-15-42. :

TO: The Chief of the Army Air Forces,
The Commanding Generals,
Eastern Theatre of Operations;
Air Force Combat Command;
Fourth Corps Area; and the New York Port of Embarkation;
The Commanding Officer,
Charleston Port of Embarkation;
The Chiefs of Supply Arms and Services.

1. It is desired that you carry out the provisions of the instructions contained herein applicable to you, and/or issue the necessary orders for the movement of the units and detachments listed below to the Charleston Port of Embarkation for subsequent transfer to foreign service. The agency responsible for the issuance of orders is shown in Column 4 of the tabulation below.

Unit	Code Designation	Present Station	Agency to Issue Movement Orders	Strength Off & WO	Strength EM	Remarks
38th Engrs (C) w/att Med & Chap	4612-A	Ft Jackson, SC	CG, Fourth Corps Area	47	1153	Strength, approximate
175th Station Hosp	4612-B	Ft Jackson, SC	CG, Fourth Corps Area	10	67	Capacity, 150-bed
Btry A, 426th CA Bn, Sep, 37mm Gun (AA), Semi-Mobile	4612-C	Camp Stewart, Ga	CG, Fourth Corps Area	6	148	
Service Det, Shipment 4612-D	4612-D	Charleston, SC Port of Embarkation	CO, Charleston Port of Embarkation	4	62	To be concentrated at Charleston (See Incl #2)

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Unit	Code Designation	Present Station	Agency to Issue Movement Orders	Strength Off &WO	Strength EM	Remarks
Det, 692d Sig Co, AW, Frontier	4612-E	Ft Dix, NJ	CG, New York Port of Embarkation	1	7	Organized by CG, AFCC
Det, AACS	4612-F	Bolling Field DC	Chief, AAF (Col. Watnee)	-	9	Organized by Chief AAF
			Totals -	68	1446	

2. The time of arrival at the Port will be determined by the Commanding Officer, Charleston Port of Embarkation, who will inform the agencies issuing movement orders.

3. Movement of the 38th Engrs (C) is a TEMPORARY change of station. Movement of all other elements of this shipment are PERMANENT changes of station.

4. The Commanding General, Eastern Theatre of Operations, is responsible for absorbing both officer and enlisted personnel not qualified for foreign service and for filling units to the strengths (both officer and enlisted) indicated in Paragraph 1, by transfers of personnel from units under his control. Such transfers will be in grade and will not serve to reduce the current allotment of personnel, grades and ratings, in units from which personnel is transferred.

5. Attention is invited to Paragraphs 2 to 14, inclusive, of Inclosure #1.

6. Equipment, Clothing, Supplies, and Ammunition:

a. The provisions of Inclosure #1 are applicable to this movement with the following exceptions:

(1) Delete Paragraph 1, b.
(2) Delete Paragraph 1, c, (1), (a).
(3) Change Paragraph 1, c, (1), (b) to read:
"Priority Group C" instead of "Priority Group B".
(4) Delete Paragraph 1, c, (3), (a).

b. The Commanding General, Eastern Theatre, will be responsible for inspections for completeness of equipment of the units concerned. He will insure that proper requisitions for shortages are submitted to supply officers of home stations of the units, and will report to the Corps Area Commander those shortages which cannot be filled at home stations.

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c. Additional instructions on clothing, equipment, supplies, and ammunition.

(1) To be taken from present stations:

(a) Units will take with them from present stations equipment as prescribed by Tables of Basic Allowances (Mobilization Column) and clothing as prescribed by Tables of Basic Allowances No. 21, October 1, 1941 (Peace Column) (Summer only), with the modifications listed in Paragraph 1 a, Inclosure No. 1, and the additional modifications listed below:

1. For warmth during the voyage, one set of woolen outer garments consisting of one cap, field serge; one overcoat; one pair of gloves, wool; and one pair of trousers, wool, will be taken.

2. Btry A, 426th Coast Artillery Bn, Sep (AA), will be equipped as a Caliber .50 Machine Gun Anti-Aircraft Battery, except that four (4) 37mm guns will be furnished instead of a like number of Caliber .50 Machine Guns. Motor transportation as listed in Paragraph 6 c, (2), (a), 2, will be taken. However, full allowances of motor repair equipment and supplies will be taken.

3. The 175th Station Hospital; the Det, 692d Sig Co, AW, Frontier; the Serv Det, Shipment 4612-D; and the Det, Army Airways Communication System will only take individual clothing and equipment, with the additional articles listed in the following sub-paragraph.

4. The following articles will be taken by all units in this shipment:

Covers, mattress, or bed sacks (2 per individual)
Bar, mosquito (1 per individual)
Heavy tentage

(2) To be shipped to the Charleston Port of Embarkation for the units.

(a) The Quartermaster General will ship the following:

1. For all units:

Tropical helmets (one per individual)
Cots, canvas, folding (one per individual)

2. For Btry A, 426th CA Bn, Sep:

2 Trucks, 4x4, Cargo, 1½ Ton
1 Truck, ¼ Ton, Weapons Carrier
1 Truck, ¾ Ton, CR
1 Truck, ¾ Ton, 4x4

3. For 175th Station Hosp:

2 Ambulances
1 Truck, ¼ Ton, Weapons Carrier

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4. For Det, 692d Sig Co, AW, Frontier:

1 Truck, ½ Ton, Weapons Carrier
1 Truck, ¼ Ton, 4x4

5. Sufficient drums suitable for transporting 37,500 gallons of fresh water, to be filled with fresh potable water before departure from the Port.

(b) The Surgeon General will ship complete organizational equipment (except motor transportation) for the 175th Station Hospital.

(c) The Chiefs of Supply Arms and Services will ship equipment for the Serv Det, Shipment 4612-D; the Det, 692d Sig Co, AW, Frontier; and Det, Army Airways Communication System, in accordance with special lists of equipment to be prepared and distributed as indicated in the note on page 1 of Inclosure No. 1.

(d) The Chiefs of Supply Arms and Services will also ship ninety (90) days of supply, Classes I, II, and III, to the Port in time to accompany troops overseas. Type B rations (tropical menu) will be shipped. In addition, seven (7) days Type C rations and three (3) days Type D rations will be shipped.

(e) The Chief of Ordnance will ship the ammunition listed below:

1. 5 units of fire, all classes, except 37mm AA.

2. 7 units of fire, 37mm AA.

(f) The Chief of Engineers will ship such equipment and construction material as is required by the Construction Directive, AGATE.

d. Instructions reference shipments to the Port:

(1) Chiefs of Supply Arms and Services and Corps Area or Theatre Commanders making shipments to the Port to fill shortages reported to them (as indicated in Paragraph 1 a of Inclosure No. 1) will furnish the Port Commander, by the most expeditious means available, a list of the articles shipped, indicating for each shipment the code designation of the unit concerned and the date of shipment. This report is in addition to that required by Paragraph 1 d, (3) of Inclosure No. 1.

(2) Shipments should be made so as to reach the Charleston Port of Embarkation by February 25, 1942.

(3) Shipments other than maintenance supplies will be marked as follows:

TO: PORT QUARTERMASTER
Charleston Port of Embarkation
Charleston, S. C.

FOR: Shipment 4612 (enter letter designated for unit as given in Paragraph 1)

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Maintenance supplies will be marked as above, except that the proper letter as given below will follow the shipment numbers.

"G" for Ordnance supplies
"H" for Quartermaster supplies
"I" for Chemical Warfare Service supplies
"K" for Signal Corps supplies
"L" for Medical supplies
"M" for Engineer supplies
"N" for Air Corps supplies
"P" for Coast Artillery supplies

e. Other Instructions:

(1) The Charleston Port of Embarkation, Charleston, South Carolina, will be responsible for the supply of this force after arrival at destination. Reserves will be built up by subsequent shipments as follows:

(a) Class I and III supplies to 150 days.

(b) Ammunition, all classes except 37mm AA, to 10 units of fire.

(c) Ammunition, 37mm AA, to 15 units of fire.

(d) Class II supplies will be maintained at a 90-day level.

(2) Prior to departure from home stations, units will submit requisitions to The Quartermaster General covering maintenance requirements for a period of six months for personnel requiring measurement or non-tariff size clothing.

(3) No animals or privately owned cameras will be allowed aboard transports.

7. Movement to Port of Embarkation will be by rail and/or motor. For motor movement, maximum use will be made of military reservations for overnight camping.

8. a. Obligate the following procurement authorities to the extent necessary, including the cost of advance detachments.

PERMANENT CHANGE OF STATION

Travel of the Army

FD 1437 P 1-06, 2-06, 3-06, 15-06, 16-06, 17-06 A 0410-2

(For travel of officers, warrant officers, and enlisted men; and for travel of dependents of officers, warrant officers, and enlisted men of the first three grades.)

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Army Transportation—Motor

QM 1620 P 32-02, 35-12 A 0525-2 "C"

(For gasoline and oil, and repairs to motor vehicles en route.)

Army Transportation—Commercial

QM 1620 P 54-01, 54-02, 54-13, 54-07 A 0525-2 "D"

(For packing, crating, and shipping equipment, impedimenta, and authorized household goods allowances of officers, warrant officers, and enlisted men of the first four grades; and for tolls and ferriages en route.)

Barracks and Quarters

QM 1620 P 102-02, 6-10, 9-10, 11-11 A 0535-2

(For fuel, light and water service, and rental of camp sites en route when impracticable to camp overnight at regular Army reservations.)

b. Obligate the following procurement authorities to the extent necessary, including the cost of advance detachments.

TEMPORARY CHANGE OF STATION

Travel of the Army

FD 1437 P 5-06, 6-06, 7-06, A 0410-2

(For temporary travel of officers, warrant officers, and enlisted men)

Army Transportation—Motor

QM 1620 P 32-02, 35-12 A 0525-2 "C"

(For gasoline and oil, and repairs to motor vehicles en route)

Army Transportation—Commercial

QM 1620 P 54-01, 54-02, 54-13, 54-07 A 0525-2 "D"

(For packing, crating, and shipping equipment, impedimenta, and authorized temporary baggage allowances of officers, warrant officers, and enlisted men of the first four grades; and for tolls and ferriages en route.)

9. Obligate the following procurement authorities to the extent necessary for Air Corps Units and Air Corps Service Units, including the cost of advance detachments:

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Travel of the Army

FD 1492 P 1-06, 3-06, 15-06, 17-06 A 0410-2

(For travel of officers, and enlisted men; and for travel of dependents of officers and enlisted men of the first three grades.)

Army Transportation--Motor

QM 1615 P 32-02, 35-12 A 0525-2 "C"

(For gasoline and oil, and repairs to motor vehicles en route.)

Army Transportation--Commercial

QM 1615 P 54-01, 54-02, 54-13, 54-07 A 0525-2 "D"

(For packing, crating, and shipping equipment, impedimenta, and authorized household goods allowances of officers, and enlisted men of the first four grades; and for tolls and ferriages en route.)

Barracks and Quarters

ENG 9700 P 102-02, 6-10, 9-10, 11-11 A 0535-2

(For fuel, light and water service, and rental of camp sites en route when impracticable to camp overnight at regular Army reservations.)

10. Rail equipment will not be ordered until receipt of information from the Port Commander indicating actual time of departure. Carriers should be advised, however, that this movement is contemplated and given such information as is available regarding probable requirements of railroad equipment.

11. Personnel involved in this movement may be advised IN THE CLEAR of the following Post Office address which they may furnish to their friends and relatives:

Private Richard Roe, (Army Serial No. if known)

Organization, including Company or similar designation

APO 877, c/o Postmaster, New York City.

12. All officers and non-commissioned officers of the units to be moved will exact the utmost precaution in the maintenance of secrecy. At the time the unit is alerted, every individual will be imbued with the

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necessity for secrecy and will be cautioned to refrain from discussing the movement outside the Command and to refrain from writing letters, sending telegrams or radiograms, or making telephone calls wherein the contemplated movement is discussed.

13. The Commanding Generals of posts and camps in Column 3, Paragraph 1 have been furnished information copies of this directive.

By order of the Secretary of War:

/s/ Adams

Major General
The Adjutant General.

2 Inclosures:
#1 - Instructions Applicable to Letters on Troop Movement Orders.
#2 - Service Detachment, (Shipment 4612-D)

COPIES FURNISHED:
The Commanding General,
Field Forces;
The Commanding Officer,
38th Engineer (C);
The Chief of Chaplains;
The Inspector General;
The Judge Advocate General;
The Divisions of the War Department
General Staff.

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INSTRUCTIONS APPLICABLE TO LETTERS OF TROOP MOVEMENT ORDERS

1. The following instructions are applicable to all overseas troop movements except where specific exceptions are made in the order to which this inclosure is attached. In such cases, the order will govern.

a. Clothing, Equipment, Supplies and Ammunition to be Taken from Present Stations. The following modification of Tables of Basic Allowances* will be effective for this troop movement:

(1) Ammunition sufficient for guard purposes only will be taken.

(2) Trunk lockers for enlisted men will not be taken. Instead, one additional barracks bag per individual (total of two (2)) will be taken.

(3) Motor vehicles will be limited to 1940 and 1941, or later models. Corps Area and Theatre Commanders will inform The Quartermaster General by the most expeditious means available of the make, type and model of each motor vehicle taken with the force from their territorial commands.

(4) Recreation and day room equipment which is not disposed of will be crated, marked and stored at home stations.

*NOTE: - Chiefs of Arms and Services will prepare special lists of equipment for such composite units and detachments from their Arm or Service as are not covered by Tables of Basic Allowances. Chiefs of Arms or Services who prepare such lists will furnish copies to the Chiefs of Supply Arms and Services, Corps Area and Theatre of Operations Commanders concerned, the Commanding Officer of the parent unit, The Commanding Officer of the force to which the unit or detachment belongs, and the Commanding Officer of the unit or detachment itself. These special lists of equipment will include items and quantities of equipment generally in proportion to those of similar units organized under standard Tables of Basic Allowances with the variations therefrom as required by comparative strength and special local conditions. These tables will require no approval of higher authority.

INCLOSURE #1.

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INSTRUCTIONS APPLICABLE TO LETTERS ON TROOP MOVEMENT ORDERS

b. Clothing, Equipment, Supplies and Ammunition to be Shipped to the Port for the Force.

(1) The Chiefs of Supply Arms and Services will ship to the Port minimum requirements of Post, Camp and Station property in accordance with a list to be furnished by the Force Commander.

c. Instructions on the Filling of Shortages. The units listed in the order are placed in an immediate priority for the supply of all items of equipment, either from stock or by transfer from other units. With respect to supply of this shipment, as compared to other units in immediate priority, sailing date will govern.

(1) Controlled items: The Commander of the Corps Area or Theatre of Operations in which the unit is located at date of receipt of this order will:

(a) Determine shortages of items other than Air Corps Technical Supply.

(b) Fill shortages of items other than Air Corps Technical Supply by transfer from other units in priority Group B, not under orders for overseas movement. Transfers made by Corps Area Commanders will be based on the recommendations of the Army, Theatre of Operations, or Air Force Commander concerned.

(c) Report to the Chiefs of Supply Arms and Services by the most expeditious means available the transfers so made and the shortages that cannot be filled by such transfers. One copy of these reports will be sent direct to the Port Commander.

(d) The Chiefs of Supply Arms and Services concerned will fill the remaining shortages from new production, or by transfer from units in any lower priority not under orders for movement overseas. They will ship this equipment direct to the Port of Embarkation, addressed with the code designation of the unit for which intended. Where transfers are made by the Chiefs of the Supply Arms and Services, they will be based upon the recommendation of the Chief of the Using Arm or Service concerned. The Commander concerned will release items transferred under this authority upon call of the Chief of the Supply Arm or Service. The Chiefs of Supply Arms and Services will replace equipment so transferred by diverting the first items to become available from production.

INCLOSURE #1.

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INSTRUCTIONS APPLICABLE TO LETTERS OR TROOP MOVEMENT ORDERS

(2) Air Corps Technical Supply: The Chief of the Army Air Forces will provide items of Air Corps Technical Supply.

(3) Other Equipment: The Commanding General of the Corps Area or Theatre of Operations in which the unit is located at time of receipt of this order will:

(a) Determine shortages of items of equipment other than controlled items and items of Air Corps Technical Supply.

(b) Fill shortages immediately, either from stocks or by transfer from other units within his Corps Area. Transfers made by Corps Area Commanders will be based upon the recommendation of the Army, Theatre of Operations, or Air Force Commander concerned.

(c) Report to the Chiefs of Supply Arms and Services by the most expeditious means available shortages that cannot be filled promptly as directed above. One copy of these reports will be sent direct to the Port Commander.

(d) Chiefs of Supply Arms and Services concerned will fill these shortages by shipment direct to the Port of Embarkation, addressed with the code designation of the unit for which intended.

d. Instructions Reference Shipments to the Port

(1) Supplies or equipment not already at or near home station will be shipped direct to the Port.

(2) Chiefs of Supply Arms and Services making shipment of the equivalent of one or more carloads of supplies and equipment to the Port will secure release from the Quartermaster General prior to initiating such shipments. Direct communication between the Quartermaster General and the Port Commander, relative to such releases is authorized.

(3) A complete list, in triplicate, showing weight and cubage of items shipped, will be furnished the Port Commander by the Commanding Officer of each organization listed in Paragraph 1 and by the Chiefs of Supply Arms and Services and Corps Area and Theater Commanders making shipment, prior to the arrival of a shipment at the Port.

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INSTRUCTIONS APPLICABLE TO LETTERS ON TROOP MOVEMENT ORDERS

(4) The marking of shipments with the code designations listed in the basic order applies to units being transferred as well as to shipments initiated by the supply arms and services and Corps Area Commanders. In addition, it is highly desirable that equipment be marked for easy identification to facilitate segregation upon unloading. No change in prescribed marking is authorized, but the use of tags and pasters of various shapes and colors (or designs painted on boxes and crates) will meet this requirement. Weight of packages weighing more than five (5) tons will be plainly marked on the package. A packing list or tally-out sheet showing contents of each package will be attached to the package. Unit designation will NOT appear on any shipments to the Port of Embarkation, including motor vehicles.

(5) Insofar as practicable, all equipment requiring crating will be crated prior to departure of unit for the Port of Embarkation. Where equipment must be used enroute or in a staging area, crates for this equipment will be prepared at home stations in order to facilitate final crating at the Port of Embarkation.

(6) The Port Commander is charged with the necessary follow-up to insure that equipment to fill shortages reported by the Corps Area or Theater Commanders is shipped to the Port. To this end, he will have unit commanders or their representatives, upon arrival at the Port, check lists of equipment shipped by Chiefs of Supply Arms and Services against shortages and will transmit report of shortages not covered by shipments to the Chiefs of Supply Arms and Services concerned. The Port Commander is also charged with the necessary follow-up to insure that shipments made are received at the Port.

(7) The Commanding Officer of each unit listed herein or his representative, with such staff as he desires, but preferably not less than one (1) commissioned officer and two (2) non-commissioned officers, will report to the Port Commander at such time as may be designated by him, prepared to furnish the Port Commander information relative to the freight shipments and priorities of loading of equipment pertaining to their units and to sign for supplies and equipment shipped to the Port for his unit.

(8) Unit loading, insofar as is practicable, without waste of cargo space, will be employed.

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INSTRUCTIONS APPLICABLE TO LETTERS ON TROOP MOVEMENT ORDERS

(9) While every effort should be made to complete the equipment at Corps Area of origin, units will be dispatched to the Port of Embarkation in time to arrive there on the date specified by the Port Commander, regardless of the status of organizational equipment and supplies. This action does not alter instructions on fully equipping units. If units cannot be equipped prior to sailing, the Corps Area and Theatre Commanders and the Chiefs of Supply Arms and Services will ship the equipment and supplies required to the Port of Embarkation for later shipment to units as bottoms become available.

2. Men of the following classes will not be sent:

a. Men finally selected to attend Officer Candidate Schools.

b. Men not qualified for extended foreign service due to physical disability.

c. Men awaiting trial by General Courts-Martial.

d. Men whose release from active duty is pending.

e. All other men who are not present for duty and whose return to duty within the time available is not practicable.

3. a. All personnel will require special physical examinations as prescribed by Paragraph 14 AR 40-100 prior to departure from home station.

b. The following immunization in conformity with current War Department instructions will be initiated as early as practicable.

(1) Revaccinate with smallpox vaccine and complete all typhoid innoculations as required by AR 40-215 provided these have not been completed within twelve months prior to departure from continental United States.

(2) Vaccinate with tetanus toxoid as directed in Circular letter, SGO No. 34, April 16, 1941, and Circular letter, SGO No. 110, November 10, 1941.

(3) Vaccinate with yellow fever vaccine as directed in Circular letter, SGO, No. 9, February 12, 1941.

4. Dependents will not accompany troops. See letter, this office, June 7, 1941, AG 541.1 (5-26-41)MO-D-M, subject: Transportation of Dependents and Household Goods to Overseas Stations. If travel is performed by privately-owned automobiles Paragraph 1 g, AR 605-180 applies.

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INSTRUCTIONS APPLICABLE TO LETTERS ON TROOP MOVEMENT ORDERS

5. a. It is desired that a copy of all travel orders involved in Air Corps movement be furnished the Chief of Air Corps (attention Fiscal Section) with the estimated cost by procurement numbers under procurement authorities listed above.

b. It is desired that a copy of all travel orders involved in movement of all other units and detachments be furnished this office (attention Fiscal Section) with the estimated cost of procurement numbers under procurement authorities listed above.

6. a. Reports of designation of unit and detachments, strength, method of movement and dates of departure and arrival are desired.

b. The agency issuing the movement order (Corps Area, Defense Command, or exempted station commander) is responsible that the Commanding General, Port of Embarkation concerned is informed of the method of movement, and the expected date and hour of arrival. This information will reach the Port Commander at least 24 hours prior to expected time of arrival.

c. In case the agency in Eastern Theater of Operations issuing the movement order is a Corps Area commander he will report departure of units to G-3 section, Eastern Theater of Operations. Likewise if destination of a unit in the Eastern Theater of Operations is a station under Corps Area control, arrival will be reported by Corps Area commander to G-3 section, Eastern Theater of Operations.

7. a. Attention is invited to Section II, War Department Circular No. 220, October 17, 1941, which directs that extract copies of SECRET orders, without SECRET markings, will be furnished to the unit personnel section or other reporting source in order to permit the preparation of reports of changes (D AGO Form No. 303) for units of individuals covered by such SECRET orders.

b. The machine records unit servicing the organization or detachment at home station and the machine records unit servicing the port of embarkation will both be notified of the movement and at this time the provisions of paragraph 8, Chapter VII, Technical Manual 12-305, January 1, 1942, pertaining to disposition of status cards will be complied with. Cards will not be marked SECRET but will be mailed in sealed packages with inner wrapper marked SECRET.

8. Emergency addressee cards, W.D., A.G.O. Form No. 43, will be delivered to the Commanding General, Port of embarkation as required by Circular No. 251, War Department 1941.

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9. Allotment of pay.

a. Attention is invited to the provisions of AR 35-5520, (March 4, 1941). It is desired that all concerned be acquainted with the provisions of this regulation and that they be encouraged to take advantage of its authorizations prior to departure from home stations.

b. Notwithstanding the wording of Par 7, AR 35-5520, allotments will be accepted to include total base and longevity pay and subsistence allowance.

10. National Service Life Insurance

Strict compliance with Section II, 1, Circular No. 7, W.D. 1942 is enjoined.

11. Authority is granted all concerned to remove the SECRET classification from correspondence or requisitions emanating from any Supply Services relating to the shipment of supplies or equipment for the unit or detachment referred to herein, provided nothing in the correspondence or requisition directly or indirectly discloses the composition of the shipment, its destination or date of sailing.

12. Direct communication consistent with the SECRET classification of this directive is authorized by all concerned in effecting the movements referred to herein.

13. A record of the initial and number of each freight, baggage or express car and a complete listing of all property loaded in each car will be made at time of loading and a copy thereof delivered to proper authority at port of embarkation.

14. The Commanding Generals of ports listed in Paragraph 1, Basic communication have been sent an information copy of this directive.

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Inclosure (Service Detachment, Shipment 4612-D)

1. Quartermaster
   - 1 Master Sgt, Chief Clerk
   - 2 Technical Sgts
     - 1 Supply
     - 1 Motor
   - 3 Staff Sgts
     - 1 Supply
     - 1 Motor Supply
     - 1 Subsistence
   - 4 Sgts
     - 1 Chief Baker
     - 1 Fiscal
     - 1 Salvage
     - 1 Clerk, record
   - 1 Pvt, Mech, auto and truck, Tech, 3d grade
   - 1 Pvt, Mech, auto and truck, Tech, 4th grade
   - 2 Pvts, Mech, auto and truck, Tech, 5th grade
   - 1 Pvt, Baker's helper
   - 1 Pvt, Blacksmith, Tech, 5th grade
   - 2 Pvts, Tech, 5th grade
   - 2 Pvts, Chauffeur
   - 1 Pvt, Clerk, Supply, Tech, 4th grade
   - 3 Pvts, Clerk, Supply, Tech, 5th grade
   - 3 Pvts, Clerk, Typists, Tech, 5th grade
   - 1 Pvt, Stenographer, Tech, 4th grade
   - 3 Pvts, Storekeepers, Tech, 4th grade
   - 1 Pvt, Warehouseman, Tech, 4th grade
   - 2 Pvts, Warehouseman, Tech, 5th grade
   - 1 Pvt, Welder, Tech, 4th grade
   - 3 Pvts, Bakers
     - 1 Tech, 4th grade
     - 2 Tech, 5th grade
   - 2 Pvts, Basics

2. Ordnance
   - 1 Tech Sgt, Mech, Arty
   - 1 Armorer, Tech grade 3
   - 1 Armorer, Tech grade 4
   - 1 Mech, Arty, Tech grade 3
   - 1 Mech, Tractor, Tech grade 4

Incl. #2 to letter, 2-14-42,
AG 370.5 (2-14-42)MSC-C-M

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Ordnance (continued)
2 Techs, Arty, Tech grade 4
1 Mech, Arty, Tech grade 5
1 Instr Repairman, Tech grade 3
1 Munitions Worker, Tech grade 4
1 Clerk, General, Pvt 1st Cl
1 Mech, automotive, Pvt 1st Cl
1 Welder, General, Tech grade 4

3. Finance
1 Master Sgt
1 Tech Sgt
1 Staff Sgt
1 Pvt, Tech, 4th grade
2 Pvts, Tech, 5th grade
1 Pvt, 1st Cl

4. a. Two (2) enlisted men, Postal Section

b. Officers

2 TAC
1 Finance
1 Ordnance

Total Detachment: 4 Officers - 62 Enlisted Men.

Incl. #2 to letter 2-14-42
AG 370.5 (2-14-42)MSC-C-M

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HEADQUARTERS ARMY AIR FORCES

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

May 14, 1942

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES

SUBJECT: Attu, Progress Report.

Digest of Letter, dated April 16, 1942, forwarded by steamer, from Colonel H. E. Coughlin, C. of E., Commanding.

"Now in use tentage and cots, plus replacements, adequate for shelter 2,000 men and their supplies."

"Surveys indicate possibility of developing natural water supply--subsequent to completion of airfield--to relieve necessity of depending upon distillation of sea water."

To economize time and ships it is recommended, paragraph 17,

"a. That arrival of permanent garrison be deferred until just before completion of the construction."

"b. That the 35th engineers be withdrawn promptly upon the arrival of the permanent garrison."

"c. That the 35th engineers leave at Attu all the individual equipment, including arms, and the platoon engineers tools."

"d. That the permanent garrison bring with them only bare essentials."

"e. That replacement personnel, ... and special equipment, required by the 35th engineers for its next task, be sent to it in the vessel upon which it is to be removed from this island."

No reports of construction progress have been received since memorandum of April 29.

Harold B. Willis,
Lt.Col., Air Corps,
Foreign Projects Section,
AFRBS

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May 14, 1942

Lt. Colonel James A. Ronin,
First Composite Squadron,
Meridian, Mississippi.

Dear Colonel Ronin:

I delivered the suggested Table of Organization to Colonel Person who in turn gave it to Colonel Lowe to handle. I went up to check on the matter and he tells me they are not going to publish a special Table of Organization for that unit, but you will use the Tables that you used as a guide and he will publish a Manning Table. He has already gotten up the Consolidated Manning Table for the First Composite Squadron and is having appropriate table of grades published. If you do not receive this in due time let me know and I will follow it up for you.

I understand that the officers will probably consist of one (1) Colonel, one (1) Lt. Colonel, seven (7) Majors, twelve (12) Captains, thirty-one (31) 1st Lieutenants, twelve (12) 2d Lieutenants, totaling 64 officers. I discussed this phase of it with him urging your recommendations on the grounds that allowances should be made for promotions in a Task Force of this type, and also brought out the fact that some room should be allowed in the grades of officers for a possible expansion of the organization.

It is my understanding that the Manning Table calls for 379 enlisted men.

I hope that you got your airplane situation cleared up and that you have received your IFF maintenance man.

Best personal regards.

Sincerely yours,

CHARLES M. TAYLOR,
Lt. Col., Air Corps.

ls

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HEADQUARTERS
1ST COMPOSITE SQUADRON
AND
AIR BASE DETACHMENT
KEY FIELD
MERIDIAN, MISSISSIPPI

May 6, 1942

Lt. Col. C. M. Taylor,
Plans Division, Air Staff.

Dear Col:

I am enclosing a proposed table of organization for personnel of the 1st Composite Squadron and allied service units including a Base Headquarters.

The tables of organization used as guides were: for 1st Composite Squadron, T/O 1-27 less flight C plus Flight A of 1-127. For the Air Base Detachment, allied units and Headquarters T/O 1-415, 1-411 and 1-412 taking from each the parts that seemed best to apply to our mission.

I did not include the equipment ie. weapons, vehicles, etc., as I believe these will be decided upon and included in the movement order.

There is enclosed a letter from the Ordnance Officer which shows suggested changes in the Ordnance Detachment set up. If you will call this to Col. Ferson's attention I have hopes that we may get an approved table of organization for the unit either the one enclosed or one along similar lines.

I found upon my return here that the P39's they had received for training were all grounded. We notified the Third Air Force and are getting some more today.

Supplies are coming in slowly but steadily so I guess in time we will get equiped.

Will sure appreciate anything you can do towards getting a T/O approved for us.

Sincerely,

JAMES A. RONIN,
Colonel, Air Corps,
1st Composite Squadron,
Key Field, Meridian, Miss.

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Consolidated Manning Table for 1st Composite Squadron.

1. AFHCN (C-5)AW AFHOP 1942 5/12

1. Attached is consolidated manning table in connection with 1st Composite Squadron.

2. It is requested that appropriate table of grades be published.

C.S.F.
Col., A.C.
Dir. M. O. & M.

Incl. Consol.
Manning Table for
AH Hqs., AH Det. &
1st Comp. Sq.

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CONSOLIDATED MANNING TABLE
FOR
AIR BASE HEADQUARTERS, AIR BASE DETACHMENT AND 1ST COMPOSITE SQUADRON
AT
KEY FIELD - MERIDIAN, MISS.

1	Colonel
1	Lt. Colonel
7	Majors
12	Captains
31	1st Lts.
12	2nd Lts.
64	TOTAL OFFICERS

7	Master Sgts.
2	First Sgts.
33	Technical Sgts.
48	Staff Sgts.
66	Sgts.
69	Corporals
82	Privates, 1st cl
72	Privates
379	TOTAL ENLISTED MEN

443 AGGREGATE

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FROM WAR DEPARTMENT
BUREAU Hq Army Air Forces
DIVISION Air Staff, Plans Division.
Lt. Colonel C.M. Taylor.

TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

MAY 8 1942

ARMY AIR FORCES
MESSAGE CENTER

LT COLONEL JAMES A ROBIN
1ST CONSOLIDATED SQUADRON
AIR BASE
MERIDIAN, MISSISSIPPI.

5149

AAFM ATAMX COLONEL HOCUT ADVISES YOU SUBSTITUTE AIRPLANE WILL ARRIVE MERIDIAN IN FIVE DAYS AFTER THE MAINTENANCE SPECIALIST HAS BEEN ORDERED TO REPORT TO MERIDIAN GROUP IF SPECIALIST DOES NOT ARRIVE IN TIME TO ACCOMPANY INITIAL FLIGHT TO PATTERSON FIELD IT WILL BE ACCOMPANY FLIGHTS. LEAVE FOR FAMILIARIZATION AND TRAINING IN INSTALLATION

TAYLOR

MAY 9 '42 AM

OFFICIAL BUSINESS

Charles M. Taylor, Lt. Col., A.C.

RECEIVED
PLANS DIV.

Combat Ops
AAF AFP

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Hq Army Air Forces

Air Staff, Plans Division.
Lt. Colonel, C.M.Taylor.

LT COLONEL JAMES A RONIN
1ST COMPOSITE SQUADRON
AIR BASE
MERIDIAN, MISSISSIPPI.

AAF AFAEP COLONEL MCCOY ADVISES YOUR SUBSTITUTE AIRPLANE WILL ARRIVE MERIDIAN IN FEW DAYS STOP THE MAINTENANCE SPECIALITST HAS BEEN ORDERED TO REPORT TO MERIDIAN STOP IF SPECIALIST DOES NOT ARRIVE IN TIME TO ACCOMPANY PRESENT PLANES TO PATTERSON SUGGEST THAT HE ACCOMPANY FOURTH PLANE FOR FAMILIARIZATION AND TRAINING IN INSTALLATION STOP.

TAYLOR

OFFICIAL BUSINESS

Charles M. Taylor, Lt. Col., A.C.

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From : Sans Origine

To: Adjutant General April 24, 1942

No 8 for Chief of Engineers 24th

Dependable estimate not possible because tank farm construction is not yet sufficiently advanced. It is my opinion, and Air Officer agrees, that aircraft can land with some hazard on preliminary grade by May 15. Air Officer qualifies this by statement that 3,000 ft. of pavement must be completed. Every endeavor will be made to get this accomplised. Fuel must be furnished in drums. It is estimated that by 30th May, 6,000 feet will have been graded. and 3,000 feet paved. By June 10, all will have been paved.

COUGHLIN

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Memorandum for Capt Martinez (By telephone from Lt. Wilson)

Pilot	1st Lieut. Philipp Main	0-418158
Co-pilot	Lt. Col. James A. Ronin	0-17902
Navig.	2d Lieut. R. C. Dirksen	0-390079
Engineer	N. Bosco, Sgt.	19015971
Radio Operator	R. J. Guterriez	6296436

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Air Base Headquarter Personnel for Task Force Agate

1. AFAEP AFPMP 1942 4/3

AFAEP
CMT/ls

1. It is requested that a Lt. Colonel be selected to act as Air Base Commander for Task Force Agate to replace Lt. Colonel Frederick M. Chetlain. It is desired that he be ordered immediately to Headquarters, Army Air Forces, Washington for temporary duty (for purpose of becoming familiar with the mission) prior to being ordered to duty at Meridian, Mississippi where the Composite Squadron is in training.

2. Information is desired as to whether or not the third member of this Air Base Headquarters (a First Lieutenant) has ever been ordered to duty, and if so, information is desired on his present location. The second member of this three officer Headquarters, Capt. Frank Norwood, is already at Agate with the construction force. If the First Lieutenant has not been ordered to duty with this Task Force it is requested that he be ordered to Washington with the Lt. Colonel.

3. Lt. Colonel Chetlain is a patient at Walter Reed Hospital as a result of a nervous breakdown and it is believed highly desirable that he be relieved from the Agate assignment.

4. As for the qualifications of the Air Base Commander:

He should be an Air Corps officer holding the rank of Lt. Colonel A.U.S. He could be a National Guard or Reserve Officer. He should be a rated pilot. It is anticipated that he will have to coordinate the activities of all the units on the Air Base which would include the Composite Squadron, Air Base Detachment, Quartermaster Detachment, Chemical Detachment, Aircraft Warning Company, Weather Detachment, AACS Detachment, Ordnance Detachment, Engineer Company (Avn), and Ferry Command Detachment (a total of

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Air Base Headquarter Personnel for Task Force Agate

AFAEP
CMT/ls

1. AFAEP AFPMP 1942
(contd) 4/3

approximately 80 Officers, 763 E.M.); the transient Ferry Command requirements as to personnel and equipment; and The Naval Patrol Squadron.

5. The 1st Lieutenant on his staff could be a Branch Immaterial Officer.

M.A.C.
AFAEP

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Request for Orders for Lt. Colonel James A. Ronin (017902)

AFAEP
CMT/ls

1. AFAEP AFMAG 1942
4/29

1. It is desired that orders be issued ordering Lt. Colonel Ronin for temporary duty, Headquarters Army Air Forces, Washington, D. C., (including the crew of his airplane) from Key Field, Meridian, Mississippi and upon completion of said duty to return to his home station at Key Field, Meridian, Mississippi. Per diem of 6 dollars a day is requested for all personnel.

2. Lt. Colonel Ronin departed Key Field, Meridian, Mississippi in military aircraft on April 28, 1942.

3. The personnel of the crew in addition to Lt. Colonel Ronin is listed as follows:

1st Lieut. Philipp Main, Pilot, (O-418158)
2d Lieut. R. C. Dirksen, Navig., (O-390079)
Sgt. N. Bosco, Engineer, (19015971)
E. J. Gutierriez, Radio Operator, (6296436)

M.A.C.
AFAEP

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Request for Orders for Lt. Colonel Samuel B. Van Meter (016383)

AFAEP
CMT/ls

1. AFAEP AFMAG 1942
4/29

1. It is desired that orders be issued returning Lt. Colonel Samuel B. Van Meter to his home station at Mitchell Field on April 30.

2. Lt. Colonel Van Meter reported to the Headquarters, Army Air Forces, Washington, D. C. for temporary duty. This duty is now completed and it is desired that he be returned to his home station.

H.A.C.
AFAEP

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

SECRET

Note --A line will be drawn across sheet after each comment.

File No. .....

Tally No. AAF .....

SUBJECT: Air Base Headquarter Personnel for Task Force Agate

NO.	FROM	TO	DATE	COMMENTS
1. (contd)	AFAEP	AFPMP	1942 4/3	approximately 80 Officers, 765 E.M.); the transient Ferry Command requirements as to personnel and equipment; and The Naval Patrol Squadron. 5. The 1st Lieutenant on his staff could be a Branch Immaterial Officer. H.A.C. AFAEP
2.	AFPMP APR 10 42 PM RECEIVED PLANS DIV	AFAEP	1942 4/9	JCB-fb (6) 1. Lt. Colonel Stuart C. McLennan, A.C. (O-17205), Langley Field, Va., has been ordered to report to your office, at the earliest practicable date, for temporary duty thence to Meridian, Mississippi. 2. The Commanding Officer, Administrative Officers' Pool, Lowry Field, Colorado, has been directed to select and order the 1st Lieutenant for this detail. This officer to report to your office April 11, 1942. C. P. B. Chf., Mil. Pers. Div., ODP

AFAEP
CMT/ls

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W 4071, AC. Rev. 8/14/41

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Air Base Headquarter Personnel for Task Force Agate.

JCB-fb (6)

2. AFPWP AFAEP 1942 4/9

1. Lt. Colonel Stuart G. McLennan, A.C. (O-17205), Langley Field, Va., has been ordered to report to your office, at the earliest practicable date, for temporary duty hence to Meridian, Mississippi.

2. The Commanding Officer, Administrative Officers' Pool, Lowry Field, Colorado, has been directed to select and order the 1st Lieutenant for this detail. This officer to report to your office April 11, 1942.

C. P. B.
Chf., Mil. Pers. Div., ODP

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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File No. .....

Tally No. AAF .....

SUBJECT: Air Base Headquarter Personnel for Task Force Agate

NO.	FROM	TO	DATE	COMMENTS
1.	AFAEP	AFPLP	1942 4/3	AFAEP CMT/ls 1. It is requested that a Lt. Colonel be selected to act as Air Base Commander for Task Force Agate to replace Lt. Colonel Frederick M. Chetlain. It is desired that he be ordered immediately to Headquarters, Army Air Forces, Washington for temporary duty (for purpose of becoming familiar with the mission) prior to being ordered to duty at Meridian, Mississippi where the Composite Squadron is in training. 2. Information is desired as to whether or not the third member of this Air Base Headquarters (a First Lieutenant) has ever been ordered to duty, and if so, information is desired on his present location. The second member of this three officer Headquarters, Capt. Frank Norwood, is already at Agate with the construction force. If the First Lieutenant has not been ordered to duty with this Task Force it is requested that he be ordered to Washington with the Lt. Colonel. 3. Lt. Colonel Chetlain is a patient at Walter Reed Hospital as a result of a nervous breakdown and it is believed highly desirable that he be relieved from the Agate assignment. 4. As for the qualifications of the Air Base Commander: He should be an Air Corps officer holding the rank of Lt. Colonel A.U.S. He could be a National Guard or Reserve Officer. He should be a rated pilot. It is anticipated that he will have to coordinate the activities of all the units on the Air Base which would include the Composite Squadron, Air Base Detachment, Quartermaster Detachment, Chemical Detachment, Aircraft Warning Company, Weather Detachment, AACS Detachment, Ordnance Detachment, Engineer Company (Avn), and Ferry Command Detachment (a total of

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April 23, 1942

MEMORANDUM FOR: Commanding General, Army Air Forces

SUBJECT: Progress Report, Agate.

1. Operations and Training Branch, Office, Chief of Engineers, reports this date that unloading of cargo for construction at Agate is due for completion April 25.

2. Surveys and certain constructionhave been in process since March 31, date of arrival of cargo vessel.

Charles H. Woolley,
Lt. Colonel, Air Corps,
Chief, Foreign Projects Section

COPY FOR COLONEL TAYLOR

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R E C E I P T

DATE_____

SUBJECT: Progress Report, Agate.

Received from Foreign Projects Section, copy Memorandum, above subject, to CG/Army Air Forces, dated April 27, 1942

_____
Officer Rank

_____
Office

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Task Force for AGATE.

1.	AFAEP	1.AFRON 2.AFASC in turn	1942 4/11		AFAEP CMT/alm

1. For necessary action.

Incl.
Memo for CG, AAF,
above subj.fr WPD
w/incl.

HAC
AFAEP

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BY AUTHORITY OF A.C. OF S, WPD

Date Initials

381/D (3-1-42)
(3-3-42)

APR 1 1942

MEMORANDUM FOR COMMANDING GENERAL, ARMY GROUND FORCES,
COMMANDING GENERAL, ARMY AIR FORCES,
COMMANDING GENERAL, SERVICES OF SUPPLY.
Col. Ross O. Baldwin, Inf.,
c/o Assistant Chief of Staff, WPD

Subject: Task Force for AGATE.

1. Troops shown in Inclosure One hereto are assigned to the AGATE Force.

2. The mission of this force will be communicated to the Commanding Officer thereof in a separate communication.

3. Colonel Ross O. Baldwin, Infantry, is designated as the Commander of the AGATE Force.

4. A construction force has been dispatched to the overseas station of this force for the purpose of doing certain building. Elements of the AGATE Force which accompanied the construction force are indicated in Inclosure One.

5. Ground Units.

a. The AGATE Force (less Air Corps units, Air Corps Services, and Detachments) will be assembled at Camp Pendleton, Virginia, prior to April 20, for training under the direct supervision of the Force Commander pending movement to port of embarkation at a time to be determined. The Commanding General, Army Ground Forces, will provide facilities for training and will issue such travel orders as may be necessary to facilitate preliminary supervision and planning by the Commanding Officer of the force.

b. Ground troops will be equipped by Commanding General, Army Ground Forces, as prescribed by Tables of Basic Allowances with such changes or additions as the Chief of Staff may direct.

c. Detailed composition of ground units for which no Table of Organization exists will be as prescribed by the Commanding General, Army Ground Forces, who will also prepare Special Tables of Basic Allowances for such units as have none prescribed.

6. Air Units.

a. The Air Corps units and Air Corps Services specified in Inclosure One, hereto, will train at stations to be designated by the Commanding General, Army Air Forces, pending movement to Port of Embarkation at a time to be determined later.

b. Air and air service troops will be designated and equipped by Commanding General, Army Air Forces.

c. Detailed composition of air units for which no Table of Organization exists will be as prescribed by the Commanding General, Army Air Forces, who will also prepare Special Tables of Basic Allowances for such units as have none prescribed.

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d. The level of Air Corps Technical supplies will be as recommended by the Commanding General, Army Air Forces, subject to the approval of the Chief of Staff.

7. Specialized equipment, in addition to that prescribed by Tables of Basic Allowances will be provided by Commanding General, Services of Supply, as directed by the Chief of Staff.

8. The Commanding General, Charleston Port of Embarkation is charged with supply of this force while absent from the continental United States. The level of supplies of all classes to be shipped and maintained will be as recommended by Commanding General, Services of Supply subject to the approval of the Chief of Staff.

9. The movement of this force to its overseas destination and operations executed therefrom will be conducted with the utmost secrecy. Censorship regulations under the provisions of Section 9, FM 30-25 will apply to all personnel of the force.

By order of the Chief of Staff:

DWIGHT D. EISENHOWER,
Major General,
Assistant Chief of Staff.

by Lt. C. S.

1 Incl.
Troops of AGATE
Force.

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ENCLOSURE ONE

Section I - Troops of AGATE Force
Section II - Troops of AGATE Force which sailed with Construction Force.

SECTION I - TROOPS OF AGATE FORCE.

UNIT	T/O	Off	EM
1. Ground Forces.			
Hq, Hq & Serv Co, Force 8012 1/	Special	12	121
Force Hqrs		(6)	-
Co Hqrs 2/		(1)	(24)
Communications (Inf)		(1)	(22)
*Finance		(1)	(7)
*Ordnance		(1)	(20)
*Quartermaster		(2)	(48)
3d Bn, 91st Inf, (less Cos I and L)	7-15	16	470
plus 3d Bn Sec Med Det, 91st Inf	7-11	2	27
Btry B, 28th CA Bn (155-mm guns) (SM) 3/	4-137	5	162
2nd Plat Btry C (SL) 28th CA Bn (155-mm Gun) (SM) 3/	4-138	1	35
*Btry A, 426th CA Bn (37-mm) (AA) (SM) 4/	4-235	6	148
*175th Station Hospital (150 bed)		14	120
Total Ground Forces		56	1083
2. Air Forces.			
*1st Composite Squadron (22 planes)		50	281
Air Base Detachment		10	100
Quartermaster Detachment (Avn)		1	10
Chemical Detachment (Decon)		0	4
Chaplain		(1)	0
*692nd AW Co (Frontier)		7	118
Weather Detachment		2	20
*Army Airways Com. Station Det.		0	9
Det Ord Co (Avn) (AB)		1	23
Engineer Co (Avn) (Sep) 5/	5-427	5	176
A.C. Ferry Command		3	(22)
Total Air Forces		80	763
Total strength of permanent garrison 6/		136	1846

*Parts or all of these units left with 38th Engineers on first sailing (See II below).

Notes: 1/ Detailed special T/O for Force Hq, Hq & Serv. Co is given in Annex #3 to War Plan, AGATE.

2/ This is 1 Bn Comm Sec. Hq & Hq Co Inf Regt Rifle (col 8) T/O 7-12 less 1 motorcyclist plus 4 operators-radio (177) and 2 electricians-radio (174), all infantry.

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3/ Officers, allotments of grades and major items of equipment and transportation are to be substantially as given in paragraphs 2, 3, and 4, TAG Secret Letter Feb. 6, 1942 to Commanding General, 3rd Corps Area, Subject: "Constitution and Activation of Coast Artillery Units" (Reference AG 320.2 (2-5-42) MR-M-C)) concerning like units in Btrys A and C of the 28th and 29th CA Bns 155-mm gun.

4/ Btry A, 426th Coast Artillery Bn, Sep (AA) is equipped as a Caliber .50 Machine Gun Anti-aircraft Battery, except that four (4) 37-mm guns were furnished instead of a like number of Caliber .50 Machine Guns.

5/ This Engr. Company will be activated from selected personnel of the 38th Engrs and remain behind to continue construction, maintain the field and utilities and operate special equipment.

6/ A navy air detachment, maximum strength 60 officers 250 enlisted men, may be stationed with this force. Of these a detachment of one (1) officer and 26 enlisted men will accompany the main body AGATE Force.

SECTION II - TROOPS OF AGATE FORCE SAILED WITH CONSTRUCTION FORCE
(These troops are included in the total force listed in Section I)

UNIT	Off	EM
Btry A, 426th CA Bn (37-mm) (AA) (SD)	6	148
175th Sta Hosp (1Det)	10	67
Det Hq & Serv Co Force 8012	3	62
Finance	(1)	(7)
Ordnance	(1)	(13)
Quartermaster	(1)	(40)
Co Hqrs (Postal)		(2)
Det 1st Comp Squadron, AC	1	0
Det 692d Sig Serv Co AWF	1	7
Army Airways Com.Sta.Det.	0	9
Total -	21	293

This force accompanied the 38th Engrs (C) (Corps), the primary element of the construction force.

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[redacted] U.S.S.R. to AFRICA and AFRICC 4-11-42

[redacted] necessity action

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APRIL ., 1942.

MEMORANDUM FOR COMMANDING GENERAL, ARMY GROUND FORCES,
COMMANDING GENERAL, ARMY AIR FORCES
COMMANDING GENERAL, SERVICES OF SUPPLY
Col. Ross O. Baldwin, Inf.
c/o Assistant Chief of Staff, WPD

Subject: Task Force for Agate

1. Troops shown in Inclosure One hereto are assigned to the AGATE Force.

2. The mission of this forces will be communicated to the Commanding Officer thereof in a separate communication.

3. Colonel Ross O. Baldwin, Infantry, is designated as the Commander of the AGATE Force.

4. A construction force has been dispatched to the overseas station of this force for the purpose of doing certain building. Elements of the AGATE Force which accompanied the construction force are indicated in Inclosure One.

5. Ground Units.

a. The AGATE Forde (less Air Corps units, Air Corps Services and Detachments) will be assembled at Camp Pendleton, Virginia, piror to Arpil 20, for training under the direct supervision of the Force Commander pending movement to port of embarkation at a time to be determined. The Commanding General, Army Ground Forces, will provide facilities for training and will issue such travel orders as may be necessary to facilitate preliminary supervision and planning by the Commanding Officer of the force.

b. Ground troops will be equipped by Commanding General, Army Ground Forces, as prescribed by Tables of Basci allowances with such changes or additions as the Chief of Staff may direct.

c. Detailed composition of ground units for which no Table of Organization exists will be as prescribed by the Commanding General, Army Ground Forces, who will also prepare Special Tables of Basic Allowances for such units as have none prescribed.

6. Air Units.

a. The Air Corps units and Air Corps Services specified in Inclosure One, hereto, will train at stations to be designated by the Commanding General, Army Air Forces.

b. Air and air service troops will be designated and equipped by Commanding General, Army Air Forces.

c. Detailed composition of air units for which no Table of Organization exists will be as prescribed by the Commanding General, Army Air Forces, who will also prepare Special Tables of Basic Allowances for such units as have none prescribed.

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d. The level of Air Corps Technical supplies will be as recommended by the Commanding General, Army Air Forces, subject to the approval of the Chief of Staff.

7. Specialized equipment, in addition to that prescribed by Tables of Basic Allowances will be provided by Commanding General, Services of Supply, as directed by the Chief of Staff.

8. The Commanding General, Charleston Port of Embarkation is charged with supply of this force while absent from the continental United States. The level of supplies of all classes to be shipped and maintained will be as recommended by Commanding General, Services of Supply subject to the approval of the Chief of Staff.

9. The movement of this force to its overseas destination and [illegible] will be conducted with the strictest secrecy. Censorship regulations under the provisions of Section 9, FM 30-25 will apply to all personnel of the force.

By order of the Chief of Staff:

Dwight D. Eisenhower
Major General,
Assistant Chief of Staff.

St Clair Streett
Colonel, G.S.C.
Executive Chief, OPD, W.P.M.C.S.

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AGATE

AIR FORCES	Special	Off	Men
*1st Composite Squadron (22 planes)		50	281
Air Base Detachment		10	100
Quartermaster Detachment (AVN)		1	
Chemical Detachment (Decom)		0	4
Chaplain		1	0
*692nd AM Co (Frontier)		7	118
Weather Detachment		2	20
*Army Airways Co,. Detachment		0	9
Det Ord. Co. (AVN) (AB)		1	23
Engineer Co. (Avn) (Sep) 5/	5-427	5	176
A.C. Ferry Command		3	22
Total Air Forces		~~80~~	~~763~~

* Parts of these units left with 38th Engineers on first sailing)

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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TO BE RETURNED TO HISTORICAL A. U. 1
TALLY NO.
FILE NO. 145.81-113

SUBJECT: Winter Passenger Operations to Casablanca and United Kingdom.

TO: Assistant Chief of Air Staff, Plans.

DATE 8 April 1943

FROM: Deputy Chief of the Air Staff.

COMMENT NO. 9

TJH/cmc/6371

1. The Commanding General has approved the recommendation of your study.

2. It is desired, however, that this subject be reviewed in the early Summer to determine whether or not the improvement in aircraft and change in the political situation will permit changes in the route. The Air Transport Command is now making test runs from St. Johns direct to Casablanca.

T. J. HAMILL, JR.,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

Incl: n/c.

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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File No. _____

Note -- A line will be drawn across sheet after each comment.

Tally No. AAF _____

SUBJECT: Winter Passenger Operations to Casablanca and United Kingdom.

NO.	FROM	TO	DATE	COMMENTS
1	General Arnold	General Strate-meyer	1942 12/28	(1) In connection with the attached, it is desired to approve direct trans-Atlantic passenger service between the Western Hemisphere and Casablanca or Dakar, but I would like very much to have a study made of the route: Washington - Miami - Trinidad - Dakar - Casablanca, as well as the one: Washington - Bermuda - Casablanca. Trinidad to Dakar is about 3100 miles as against 3300 miles from Bermuda to Casablanca. I have extreme doubts as to whether the saving of the 200 miles in distance between Trinidad and Dakar over the distance between Bermuda and Casablanca would be sufficiently advantageous to outweigh the great deal longer distance. On the other hand, the weather between Trinidad and Dakar might be uniformly better than the weather between Bermuda and Casablanca. (2) Total distance from Washington to Bermuda to Casablanca is apparently 4132 miles, while the distance from Washington to Miami to Trinidad to Dakar to Casablanca is 7290 miles. It requires a lot of good weather to make up for that increase in distance. (3) It is believed that the 3300 miles between Bermuda and Casablanca will not permit of ample pay loads being carried. Too much of the capacity will be used for gasoline. Accordingly, I think the other routes, such as Trinidad to Casablanca, or Belem to Dakar, should also be thoroughly explored to determine which of all these routes is the most practicable from all points of view. (4) In any event, the establishment of the passenger routes across the South Atlantic is approved and exploratory flights will be started as soon as possible. H.H.A.

Incl: Proposed Operation - Washington to U.K. via Bermuda and Casablanca

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

TALLY NO	
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SUBJECT: Winter Passenger Operations to Casablanca and United Kingdom — 3373 CPS:nl

ITEM NO.	FROM	TO	DATE	COMMENTS
2	General Strateмeyer	12-29	Ass't Ch of St ff Plans	1. It is desired that you make the study called for in General Arnold's comment #1. The Air Transport Command has been making a continuous study reference different routes to the United Kingdom and can be of great assistance in the preparation of your study. You will contact them and secure such information that they have available. 2. Reference General Arnold's paragraph #4, comment #1, General George of the Air Transport Command has been advised of General Arnold's approval of passenger routes across the South Atlantic, and that he is authorized to ~~[illegible]~~ go ahead with his exploratory flights as quickly as possible. GEORGE E. STRATEMEYER Major General, U.S.A. Chief of the Air Staff

DEC 30 '42 AM

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PLANS DIV.

cc-General George

Incl: M&R from Gen Arnold to Gen Strateмeyer, 12-23-42. Proposed Operation - Washington to U.K. via Bermuda and Casablanca

3.	AFAC	ATSC Attn: Lt. Col. Arnold	JAN 2 1943	1. The subject Memorandum is returned at the request of the Air Transport Command in view of additional data that is now available. 2. This request was made following a conference between ATC (Lt. Colonel Arnold) and Operational Plans Division (Lt. Colonel Taylor), December 31, 1942. O. A. ANDERSON Brig. General, U.S.A. Incl: Proposed Operation - Washington to U.K.

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ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SUBJECT: Winter Passenger Operations to Casablanca and United Kingdom

TO: Assistant Chief of Staff, Operational Plans, Air Staff DATE Feb. 10,1943

FROM: Commanding General, Air Transport Command COMMENT NO. 4

TWA/pfa/71349

1. Attached is the comparative data on various passenger routes from Washington to the United Kingdom as directed by General Arnold.

H. L. GEORGE
Major General, U. S. A.

Incls: Ltr from General Arnold to General Stratemeyer, 12-28-42
Comparative Data using C-54 equipment on Washington - United Kingdom passenger routes, Feb. 10, 1943

MAR 22 1943

TO: Commanding General, Army Air Forces
THRU: General Stratemeyer

DATE

Comment No. 5

FROM: Operational Plans, Air Staff

GGC/jw/5834

1. Attached hereto is study on "Winter Passenger Operations Between U. S. and Northwest Africa" requested in paragraph 1, Comment No. 1, above.

O. A. ANDERSON
Brig. General, U.S.A.

Incls:
Memo for CG/AAF
w/incls.

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SUBJECT: Winter Passenger Operations to Casablanca and United Kingdom.

TO: Major General Giles — DATE 26 March 43

FROM: Chief of the Air Staff — COMMENT NO. 6
WLH/mdg/5246

1. Submitted to you for comment and recommendation.

2. Recent decisions concerning elimination of northern route should be borne in mind in this study.

WILLIAM L. HALL,
Colonel, G. S. C.,
Secretary of the Air Staff.

Att: Memofor CG, AAF fm. Gen. Anderson 3/22/43 w/incls.

TO: Asst. Chief of Air Staff, Materiel, Maintenance & Distribution — Date 3/30/43

AM: Asst. Chief of Air Staff, Operations, Commitments & Requirements — Comment No. 7
HWB:ha 3487

1. General Giles concurs in recommendations of Air Plans.

BARNEY M. GILES,
Major General, U. S. Army.

Incl: n/c

Comment No. 8
April 2, 1943
AFAMC-2 BEM:dh
3153

TO: Chief of the Air Staff

From: Assistant Chief of Staff, Materiel, Maintenance and Distribution

1. Recommendation of Plans concurred in. Recommend route now being utilized. Marrakch must be retained in order to keep route operating. Understand General Stratemeyer is to discuss this matter with General Eisenhower. State Department now considering problem of use of Azores.

B. E. MEYERS
Brig. General, U.S.A.
Deputy

Incl. n/c

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ADDRESS REPLY TO
HEADQUARTERS OF THE ARMY AIR FORCES
WAR DEPARTMENT
WASHINGTON, D. C.

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

MAR 22 1943

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

Subject: Winter Passenger Operations to Casablanca and United Kingdom.

I. Statement of the Problem.

1. To study the winter passenger routes to North Africa and the United Kingdom, especially the Washington - Bermuda - Casablanca route and the Washington - Miami - Trinidad - Dakar - Casablanca route, to determine the most desirable route, using C-54 type aircraft.

NOTE: 1. Marrakech has been substituted in this study for Casablanca as it has been determined by the Air Transport Command that Marrakech will be a more satisfactory terminal on account of the weather.

2. All mileage figures are statute miles and are approximate only.

II. Discussion.

1. Alternate air routes are listed below giving the advantages and disadvantages:

Washington - Marrakech	Total Miles	Longest Hop	*Payload East Bound	Annual % of flights allowed by Weather
Direct	3850	3850	**Impracticable	75
Via Azores	3850	2660	3650	79
Via Azores & Bermuda	4178	2150	6710	75
Via Bermuda	4178	3348	**Impracticable	75
Via Miami, Trinidad, Dakar	7200	2979	**Impracticable	87
Via Miami, Trinidad, Belem Natal, Dakar	8358	1880	8330	75
Via Miami, Trinidad, Belem Fernando de Noronha, Dakar	7890	1640	9770	75
Via Miami, Trinidad, Fortaleza Dakar	7740	1940	8000	75

*Payloads are based on East bound flights or against prevailing winds. Payloads on West bound flights are considerably higher.
**Payload of only 2040 pounds equal to seven passengers with baggage.

FOR VICTORY BUY UNITED STATES WAR BONDS AND STAMPS

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2. Details of some of the above and other possible routes are shown in Tab A.

3. A Weather Survey of these routes is attached as Tab B.

III. Conclusions.

1. That a route utilizing the Azores as a staging point would be the most desirable.

2. That the route Washington - Bermuda - Marrakech and the route Washington - Trinidad - Dakar - Marrakech are impracticable as the long non-stop flights involved reduce the East bound payload of present equipment below a practical minimum.

3. That the route through Natal and Dakar is the most desirable presently available route.

4. That the difference in weather conditions to be encountered along any of the proposed routes is insufficient to influence the selection of any one route.

IV. Action Recommended.

It is recommended that:

1. The winter passenger route to North Africa and the United Kingdom be established along the present Ferry Route to Natal, thence via Dakar and Marrakech.

2. Present negotiations be pressed to acquire certain operational rights in the Azores.

3. The Air Transport Command be instructed to continue its exploratory flights in connection with developing the best winter passenger route.

O. A. Anderson
Brigadier General, U. S. A.
Assistant Chief of the Air Staff, Plans

Incls:
Tab A
Tab B

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Winter Passenger Operations to Casablanca and United Kingdom

Assistant Chief of Staff, Operational Plans, Air Staff — Feb. 10,1943

Commanding General, Air Transport Command — 4

TMM/pfa/74349

1. Attached is the comparative data on various passenger routes from Washington to the United Kingdom as directed by General Arnold.

H. L. GEORGE
Major General, U. S. A.

Incls: R&R from General Arnold to General Stratemeyer, 12-28-42
Comparative Data using C-54 equipment on Washington - United Kingdom passenger routes, Feb. 10, 1943

MAR 22 1943

TO: Commanding General, Army Air Forces
THRU: General Stratemeyer

DATE
Comment No. 5
GCC/jw/5834

FROM: Operational Plans, Air Staff

1. Attached hereto is study on "Winter Passenger Operations Between U. S. and Northwest Africa" requested in paragraph 1, Comment No. 1, above.

O. A. ANDERSON
Brig. General, U.S.A.

Incls:
Memo for CG/AAF
w/incls.

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ARMY AIR FORCES
HEADQUARTERS, AIR TRANSPORT COMMAND
WASHINGTON

February 9, 1943

MEMORANDUM FOR: Brig. Gen. O. A. Anderson,
Assistant Chief of Air Staff, Plans

SUBJECT: Proposed Operations - Washington - Marrakech - United Kingdom

1. In accordance with Gen. Arnold's wishes comparative data is submitted on the various possible South-Atlantic Passenger Routes, using C-54 equipment. These routes are:

A. Washington-Bermuda-Marrakech-Prestwick.

B. Washington-Miami-Antigua-Dakar-Marrakech-Prestwick. (San Lucia-Dakar data the same as B.)

C. Washington-Miami-Trinidad-Dakar-Marrakech-Prestwick.

D. Washington-Miami-Trinidad-Belem-Dakar-Marrakech-Prestwick.

E. Washington-Miami-Trinidad-Belem-Natal-Dakar-Marrakech-Prestwick.

F. Mileage only shown from Bermuda to Dakar.

2. Detailed Summary

a. The analysis is based on the following assumptions:

(1) Flight times are based upon 175 mph I.A.S. whenever fuel load is 2,500 gallons or less, and upon variable air speed long range cruising charts whenever fuel load is greater than 2,500 gallons.

(2) Adequate reserves have been included over and above the trapped fuel requirements. In no case is less than 1,790 gallons or fuel wing tanks used for calculation. If less than 1,790 gallons is used, then take-off gross weight must be correspondingly less than the 65,000 pounds used.

(3) Payload based on following basic weights:

Basic empty equipped weight	38,450
Eight crew and baggage @ 205#	1,640
Long Range 150 gallons of engine oil	1,120
Total basic empty weight	41,410

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The basic weight includes full equipment, including passenger oxygen, emergency equipment, fuselage cargo racks, trapped fuel and oil, and four fuselage fuel tanks. (It does not include spare parts).

b. Summary of miles and flight time.

Route		Statute Miles	Flight Time Eastbound	Flight Time Westbound
A	Washington-Bermuda	822	4:55	Return
	Bermuda-Marrakech	3,348	17:10	via
	Marrakech-Prestwick	1,798	9:20	Route B
		5,968	31:25	
B	Washington-Miami	991	5:15	5:15
	Miami-Antigua	1,340	6:55	6:55
	Antigua-Dakar	2,972	17:00	15:10
	Dakar-Marrakech	1,541	7:55	7:55
	Marrakech-Prestwick	1,798	9:20	9:20
		8,642	46:25	44:35
C	Washington-Miami	991	5:15	5:15
	Miami-Trinidad	1,692	8:40	8:40
	Trinidad-Dakar	2,979	17:00	15:10
	Dakar-Marrakech	1,541	7:55	7:55
	Marrakech-Prestwick	1,798	9:20	9:20
		9,001	48:10	46:20
D	Washington-Miami	991	5:15	5:15
	Miami-Trinidad	1,692	8:40	8:40
	Trinidad-Belem	1,285	6:40	6:40
	Belem-Dakar	2,414	13:50	12:15
	Dakar-Marrakech	1,541	7:55	7:55
	Marrakech-Prestwick	1,798	9:20	9:20
		9,721	51:40	50:05
E	Washington-Miami	991	5:15	5:15
	Miami-Trinidad	1,692	8:40	8:40
	Trinidad-Belem	1,285	6:40	6:40
	Belem-Natal	969	5:10	5:10
	Natal-Dakar	1,880	10:30	9:10
	Dakar-Marrakech	1,541	7:55	7:55
	Marrakech-Prestwick	1,798	9:20	9:20
		10,156	53:30	52:30

c. Summary of cargo carrying capacity of each of the above routes.

	Route A Bermuda	Route B Antigua	Route C Trinidad	Route D Belem	Route E Natal
Mileage (Statute)					
Eastbound	5,968	8,642	9,001	9,721	10,156
Westbound	8,642	8,642	9,001	9,721	10,156
Total	14,610	17,284	18,002	19,442	20,312

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	Route A Bermuda	Route B Antigua	Route C Trinidad	Route D Belem	Route E Natal
Flying Time					
Eastbound	31:25	46:25	48:10	51:40	53:30
Westbound	44:35	44:35	36:20	50:05	52:30
Total	76:00	91:00	94:30	101:45	106:00
Average Hours per Month per Aircraft	225	225	225	225	225
Average Round Trips per Month per Aircraft	2.96	2.47	2.38	2.21	2.12
Maximum Cargo Load (Pounds)					
Eastbound	2,040	2,040	2,040	5,100	8,330
Westbound	3,570	3,570	3,570	6,630	9,930
Maximum Cargo per Month with 10 Aircraft					
Eastbound	60,384	50,388	48,552	112,710	176,596
Westbound	105,672	88,179	84,966	146,523	210,516
Total	166,056	138,567	133,518	259,233	387,112
Index (Route A = 100)					
Eastbound	100%	83.4%	80.4%	186.7%	292.5%
Westbound	100	83.4	80.4	138.7	199.2
Total	100%	83.4%	80.4%	156.1%	233.1%

3. Exploratory flights will be started as soon as possible in accordance with General Arnold's directive.

H. L. GEORGE,
Major General, U.S.A.,
Commanding.

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COMPARATIVE DATA — TRANS-ATLANTIC ROUTES USING C-54 EQUIPMENT

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ASSUMPTIONS

175 MPH I.A.S. WHEN FUEL LOAD IS 2500 GALS. OR LESS. VARIABLE AIR SPEED LONG RANGE CRUISING CHARTS WHEN FUEL LOAD IS MORE THAN 2500 GALS.

MINIMUM GASOLINE 1790 GALS. WING FUEL TANKS NOT CONSIDERED. IF LESS THAN 1790 GALS. TAKE-OFF GROSS WGT. MUST BE CORRESPONDINGLY LESS THAN THE 65,000 LBS. USED.

BASIC WEIGHTS

BASIC EMPTY EQUIPPED WEIGHT	38,450 LBS.
EIGHT CREW AND BAGGAGE (AT 205 LBS.)	1,640 LBS.
LONG RANGE 150 GALS. OF ENGINE OIL	1,120 LBS.
TOTAL BASIC EMPTY WEIGHT	41,410 LBS.

INCLUDES PASSENGER OXYGEN, EMERGENCY EQUIPMENT, FUSELAGE CARGO RACKS, TRAPPED FUEL AND OIL, AND FOUR FUSELAGE FUEL TANKS. DOES NOT INCLUDE SPARE PARTS.

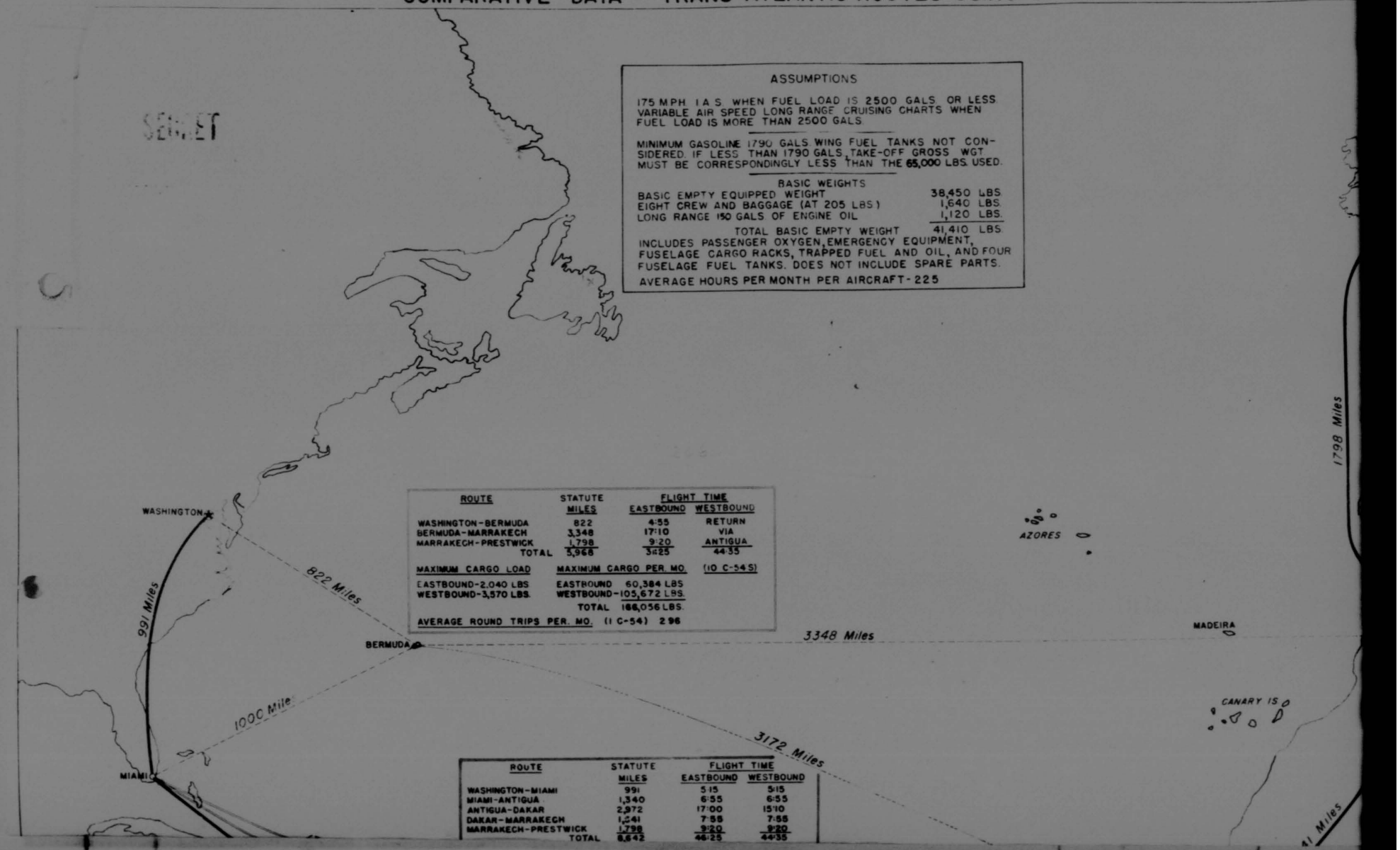
AVERAGE HOURS PER MONTH PER AIRCRAFT - 225

ROUTE	STATUTE MILES	FLIGHT TIME EASTBOUND	FLIGHT TIME WESTBOUND
WASHINGTON-BERMUDA	822	4:55	RETURN
BERMUDA-MARRAKECH	3,348	17:10	VIA
MARRAKECH-PRESTWICK	1,798	9:20	ANTIGUA
TOTAL	5,968	31:25	44:35

MAXIMUM CARGO LOAD	MAXIMUM CARGO PER MO.	(10 C-54S)
EASTBOUND-2,040 LBS.	EASTBOUND 60,384 LBS.	
WESTBOUND-3,570 LBS.	WESTBOUND-105,672 LBS.	
	TOTAL 166,056 LBS.	

AVERAGE ROUND TRIPS PER. MO. (1 C-54) 2.96

ROUTE	STATUTE MILES	FLIGHT TIME EASTBOUND	FLIGHT TIME WESTBOUND
WASHINGTON-MIAMI	991	5:15	5:15
MIAMI-ANTIGUA	1,340	6:55	6:55
ANTIGUA-DAKAR	2,972	17:00	15:10
DAKAR-MARRAKECH	1,541	7:55	7:55
MARRAKECH-PRESTWICK	1,798	9:20	9:20
TOTAL	8,642	46:25	44:35



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COMPARATIVE DATA — TRANS-ATLANTIC ROUTES USING C-54 EQUIPMENT

ASSUMPTIONS

175 MPH I.A.S. WHEN FUEL LOAD IS 2500 GALS. OR LESS. VARIABLE AIR SPEED LONG RANGE CRUISING CHARTS WHEN FUEL LOAD IS MORE THAN 2500 GALS.

MINIMUM GASOLINE 1790 GALS WING FUEL TANKS NOT CONSIDERED. IF LESS THAN 1790 GALS, TAKE-OFF GROSS WGT MUST BE CORRESPONDINGLY LESS THAN THE 65,000 LBS. USED.

BASIC WEIGHTS

BASIC EMPTY EQUIPPED WEIGHT	38,450 LBS.
EIGHT CREW AND BAGGAGE (AT 205 LBS)	1,640 LBS.
LONG RANGE 150 GALS. OF ENGINE OIL	1,120 LBS.
TOTAL BASIC EMPTY WEIGHT	41,410 LBS.

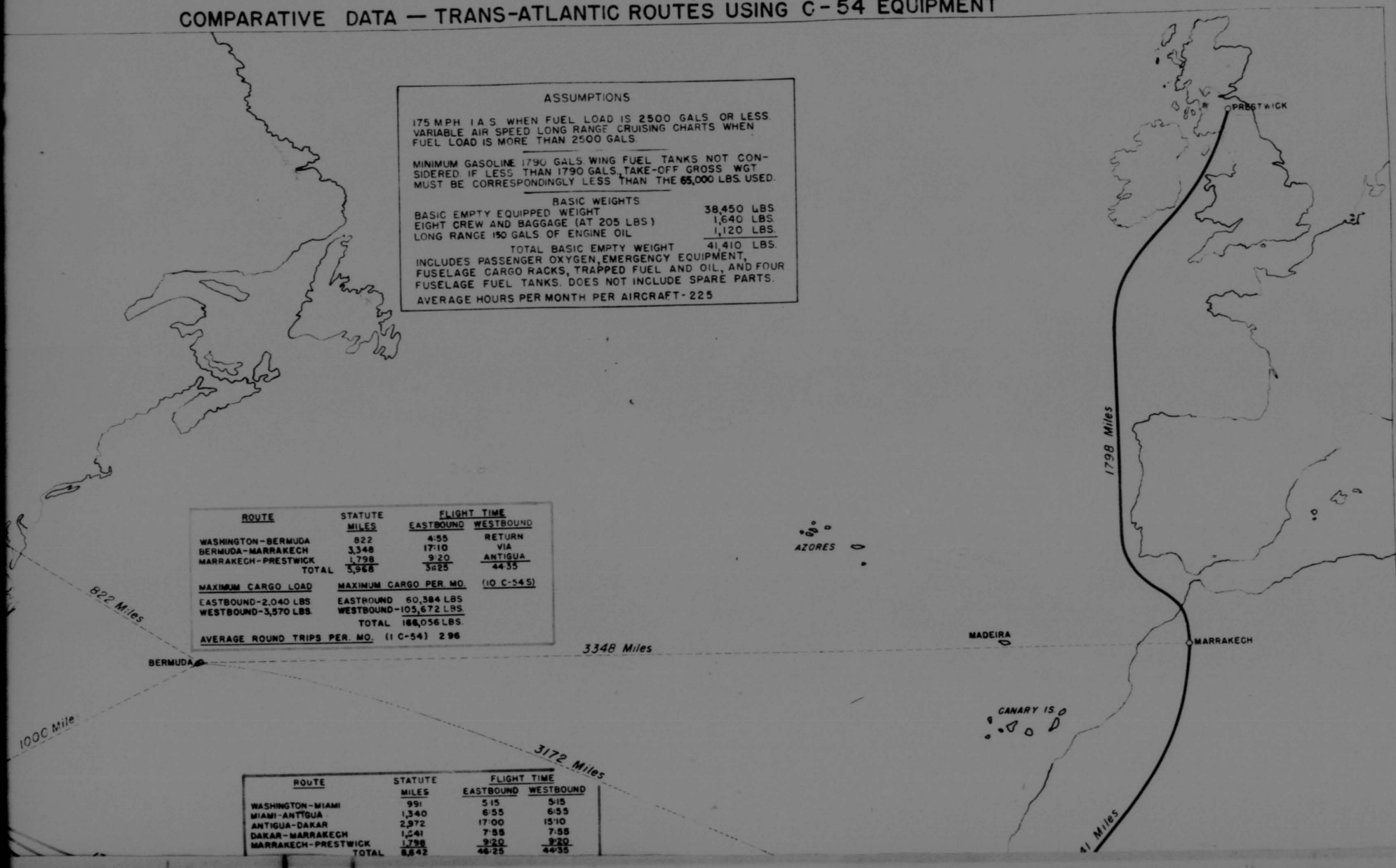
INCLUDES PASSENGER OXYGEN, EMERGENCY EQUIPMENT, FUSELAGE CARGO RACKS, TRAPPED FUEL AND OIL, AND FOUR FUSELAGE FUEL TANKS. DOES NOT INCLUDE SPARE PARTS.

AVERAGE HOURS PER MONTH PER AIRCRAFT - 225

ROUTE	STATUTE MILES	FLIGHT TIME EASTBOUND	FLIGHT TIME WESTBOUND
WASHINGTON-BERMUDA	822	4:55	RETURN
BERMUDA-MARRAKECH	3,348	17:10	VIA
MARRAKECH-PRESTWICK	1,798	9:20	ANTIGUA
TOTAL	5,968	31:25	44:35

MAXIMUM CARGO LOAD	MAXIMUM CARGO PER MO.	(10 C-54S)
EASTBOUND-2,040 LBS.	EASTBOUND 60,384 LBS.	
WESTBOUND-3,570 LBS.	WESTBOUND-105,672 LBS.	
	TOTAL 166,056 LBS.	
AVERAGE ROUND TRIPS PER MO. (1 C-54) 2.96		

ROUTE	STATUTE MILES	FLIGHT TIME EASTBOUND	FLIGHT TIME WESTBOUND
WASHINGTON-MIAMI	991	5:15	5:15
MIAMI-ANTIGUA	1,340	6:55	6:55
ANTIGUA-DAKAR	2,972	17:00	15:10
DAKAR-MARRAKECH	1,241	7:55	7:55
MARRAKECH-PRESTWICK	1,798	9:20	9:20
TOTAL	8,842	46:25	44:35



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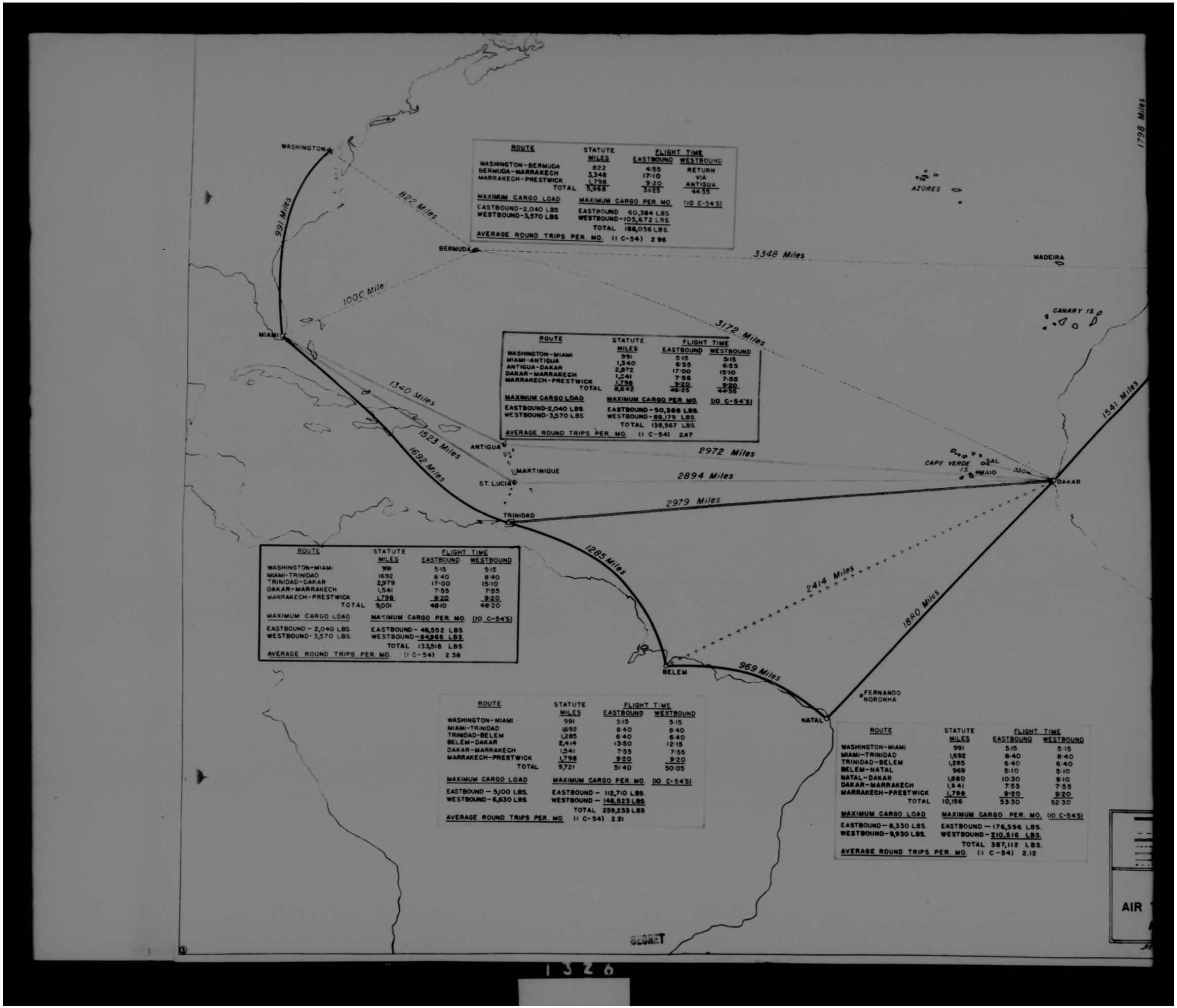

ROUTE	STATUTE MILES	FLIGHT TIME EASTBOUND	FLIGHT TIME WESTBOUND
WASHINGTON-BERMUDA	822	4:55	RETURN
BERMUDA-MARRAKECH	3,348	17:10	VIA
MARRAKECH-PRESTWICK	1,798	9:20	ANTIGUA
TOTAL	5,968	31:25	44:35

MAXIMUM CARGO LOAD: EASTBOUND-2,040 LBS; WESTBOUND-3,570 LBS.
MAXIMUM CARGO PER MO. (10 C-54S): EASTBOUND 60,384 LBS; WESTBOUND-105,672 LBS.; TOTAL 166,056 LBS.
AVERAGE ROUND TRIPS PER MO. (1 C-54) 2.96

ROUTE	STATUTE MILES	FLIGHT TIME EASTBOUND	FLIGHT TIME WESTBOUND
WASHINGTON-MIAMI	991	5:15	5:15
MIAMI-ANTIGUA	1,340	6:55	6:55
ANTIGUA-DAKAR	2,972	17:00	15:10
DAKAR-MARRAKECH	1,541	7:55	7:55
MARRAKECH-PRESTWICK	1,798	9:20	9:20
TOTAL	8,642	46:25	44:35

MAXIMUM CARGO LOAD: EASTBOUND-2,040 LBS.; WESTBOUND-3,570 LBS.
MAXIMUM CARGO PER MO. (10 C-54'S): EASTBOUND-50,388 LBS.; WESTBOUND-88,179 LBS.; TOTAL 138,567 LBS.
AVERAGE ROUND TRIPS PER MO. (1 C-54) 2.47

ROUTE	STATUTE MILES	FLIGHT TIME EASTBOUND	FLIGHT TIME WESTBOUND
WASHINGTON-MIAMI	991	5:15	5:15
MIAMI-TRINIDAD	1692	8:40	8:40
TRINIDAD-DAKAR	2,979	17:00	15:10
DAKAR-MARRAKECH	1,541	7:55	7:55
MARRAKECH-PRESTWICK	1,798	9:20	9:20
TOTAL	9,001	48:10	46:20

MAXIMUM CARGO LOAD: EASTBOUND-2,040 LBS.; WESTBOUND-3,570 LBS.
MAXIMUM CARGO PER MO. (10 C-54'S): EASTBOUND-48,552 LBS.; WESTBOUND-84,966 LBS.; TOTAL 133,518 LBS.
AVERAGE ROUND TRIPS PER MO. (1 C-54) 2.38

ROUTE	STATUTE MILES	FLIGHT TIME EASTBOUND	FLIGHT TIME WESTBOUND
WASHINGTON-MIAMI	991	5:15	5:15
MIAMI-TRINIDAD	1,692	8:40	8:40
TRINIDAD-BELEM	1,285	6:40	6:40
BELEM-DAKAR	2,414	13:50	12:15
DAKAR-MARRAKECH	1,541	7:55	7:55
MARRAKECH-PRESTWICK	1,798	9:20	9:20
TOTAL	9,721	51:40	50:05

MAXIMUM CARGO LOAD: EASTBOUND-5,100 LBS.; WESTBOUND-6,630 LBS.
MAXIMUM CARGO PER MO. (10 C-54'S): EASTBOUND-112,710 LBS.; WESTBOUND-146,523 LBS.; TOTAL 259,233 LBS.
AVERAGE ROUND TRIPS PER MO. (1 C-54) 2.21

ROUTE	STATUTE MILES	FLIGHT TIME EASTBOUND	FLIGHT TIME WESTBOUND
WASHINGTON-MIAMI	991	5:15	5:15
MIAMI-TRINIDAD	1,692	8:40	8:40
TRINIDAD-BELEM	1,285	6:40	6:40
BELEM-NATAL	969	5:10	5:10
NATAL-DAKAR	1,880	10:30	9:10
DAKAR-MARRAKECH	1,541	7:55	7:55
MARRAKECH-PRESTWICK	1,798	9:20	9:20
TOTAL	10,156	53:30	52:30

MAXIMUM CARGO LOAD: EASTBOUND-8,330 LBS.; WESTBOUND-9,930 LBS.
MAXIMUM CARGO PER MO. (10 C-54'S): EASTBOUND-176,596 LBS.; WESTBOUND-210,516 LBS.; TOTAL 387,112 LBS.
AVERAGE ROUND TRIPS PER MO. (1 C-54) 2.12

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ROUTE	STATUTE MILES	FLIGHT TIME EASTBOUND	FLIGHT TIME WESTBOUND
WASHINGTON-BERMUDA	822	4:55	RETURN
BERMUDA-MARRAKECH	3,348	17:10	VIA
MARRAKECH-PRESTWICK	1,798	9:20	ANTIGUA
TOTAL	5,968	31:25	44:35

MAXIMUM CARGO LOAD	MAXIMUM CARGO PER MO.	(10 C-54S)
EASTBOUND-2,040 LBS	EASTBOUND 60,384 LBS	
WESTBOUND-3,570 LBS	WESTBOUND-105,672 LBS	
	TOTAL 166,056 LBS	

AVERAGE ROUND TRIPS PER MO. (1 C-54) 2.96

ROUTE	STATUTE MILES	FLIGHT TIME EASTBOUND	FLIGHT TIME WESTBOUND
WASHINGTON-MIAMI	991	5:15	5:15
MIAMI-ANTIGUA	1,340	6:55	6:55
ANTIGUA-DAKAR	2,972	17:00	15:10
DAKAR-MARRAKECH	1,541	7:55	7:55
MARRAKECH-PRESTWICK	1,798	9:20	9:20
TOTAL	8,642	46:25	44:35

MAXIMUM CARGO LOAD	MAXIMUM CARGO PER MO.	(10 C-54'S)
EASTBOUND-2,040 LBS.	EASTBOUND-50,388 LBS.	
WESTBOUND-3,570 LBS	WESTBOUND-88,179 LBS.	
	TOTAL 138,567 LBS.	

AVERAGE ROUND TRIPS PER. MO. (1 C-54) 2.47

	STATUTE MILES	FLIGHT TIME EASTBOUND	FLIGHT TIME WESTBOUND
	991	5:15	5:15
	1692	8:40	8:40
	2,979	17:00	15:10
	1,541	7:55	7:55
CK	1,798	9:20	9:20
TOTAL	9,001	48:10	48:20

AD	MAXIMUM CARGO PER. MO.	(10 C-54'S)
S.	EASTBOUND-48,552 LBS.	
S.	WESTBOUND-84,966 LBS.	
	TOTAL 133,518 LBS.	

IPS PER MO. (1 C-54) 2.38

ROUTE	STATUTE MILES	FLIGHT TIME EASTBOUND	FLIGHT TIME WESTBOUND
WASHINGTON-MIAMI	991	5:15	5:15
MIAMI-TRINIDAD	1,692	8:40	8:40
TRINIDAD-BELEM	1,285	6:40	6:40
BELEM-DAKAR	2,414	13:50	12:15
DAKAR-MARRAKECH	1,541	7:55	7:55
MARRAKECH-PRESTWICK	1,798	9:20	9:20
TOTAL	9,721	51:40	50:05

MAXIMUM CARGO LOAD	MAXIMUM CARGO PER MO.	(10 C-54'S)
EASTBOUND — 5,100 LBS.	EASTBOUND — 112,710 LBS.	
WESTBOUND-6,630 LBS.	WESTBOUND — 146,523 LBS.	
	TOTAL 259,233 LBS	

AVERAGE ROUND TRIPS PER. MO (1 C-54) 2.21

ROUTE	STATUTE MILES	FLIGHT TIME EASTBOUND	FLIGHT TIME WESTBOUND
WASHINGTON-MIAMI	991	5:15	5:15
MIAMI-TRINIDAD	1,692	8:40	8:40
TRINIDAD-BELEM	1,285	6:40	6:40
BELEM-NATAL	969	5:10	5:10
NATAL-DAKAR	1,880	10:30	9:10
DAKAR-MARRAKECH	1,541	7:55	7:55
MARRAKECH-PRESTWICK	1,798	9:20	9:20
TOTAL	10,156	53:30	52:30

MAXIMUM CARGO LOAD	MAXIMUM CARGO PER. MO.	(10 C-54'S)
EASTBOUND — 8,330 LBS.	EASTBOUND — 176,596 LBS.	
WESTBOUND-9,930 LBS.	WESTBOUND-210,516 LBS.	
	TOTAL 387,112 LBS.	

AVERAGE ROUND TRIPS PER. MO. (1 C-54) 2.12

Existing A.T.C. Routes

Possible New Routes

prepared by
PLANS DIVISION,
AIR TRANSPORT COMMAND,
ARMY AIR FORCES.
FEB. 5, 1943

All distances are shown in statute miles

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AFRICA - Ferry Plan to Supply 12th AF

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INCLOSURE NO. I

TOPIC A: The Feasibility of Ferrying Fighter Aircraft from the Gold Coast to North Africa.

1. Present arrangements provide for the subject task force to take with it into the theatre, or have available in the United Kingdom, sufficient fighter aircraft to provide for attrition for two months of operation. This paper discusses the feasibility of ferrying the attrition fighter aircraft to this task force, beginning with its third month of operation, the route for delivery being from the Gold Coast to North Africa.

2. Delivery data is as follows:

a. Types of planes - P-38's, P-39's, P-40's and F-4's, (P-38's converted for photography).

b. The number of attrition airplanes is 125 per month for the third and fourth months, and 130 per month for the fifth and subsequent months. (See Tab A.)

c. Distances to be flown -

Accra	to	X	2000 miles
Accra	to	Y	2100 "
Kano	to	X	1800 miles
Kano	to	Y	1750 "

d. Three-fourths of the planes are now scheduled to be flown by combat crews, balanced by ferrying crews.

e. Ranges of aircraft with various combinations of auxiliary tanks are shown in Tab B.

3. The majority of the route is over Vichy French territory. No definite statement can be made as to the reaction of the Vichy French to ferrying over this route. It is assumed that the Vichy French would oppose any invasion of French North Africa with at least a token resistance, and therefore would oppose any effort to supply such a force through French West Africa. Should these assumptions prove false, and Vichy French offer no objection to ferrying accross this route, then the problem would be much simplified.

4. There are three possible ferrying methods as follows:

a. Non-stop ferrying

b. Non-stop towing

c. Use of one or more staging fields

5.

a. Non-stop ferrying.

The non-stop range of P-38's and P-39's with auxiliary fuel tanks leaves an ample margin of safety (ranges of 2600 to 3000 miles compared to distances of 1750 and 2100 miles). The auxiliary fuel tanks for such ranges are droppable but are not leak-proof. The present maximum range of P-40's (1250 miles) is insufficient to make a non-stop delivery on this route. P-40's represent, however, only about 15% of the fighter aircraft to be delivered. If

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necessary, other types probably could be substituted, or P-40's deck-loaded to X or Y by boat. Delivery by non-stop ferrying has the following

Advantages:

(1) Unnecessary to seize, improve, defend and supply staging fields in enemy (?) territory.

(2) Route not subject to ground attack.

(3) Exact course between terminals can be varied.

Disadvantages:

(1) 1800 to 2100 mile non-stop flight causes pilot fatigue.

(2) Aircraft may be subject to attack by enemy aircraft or anti-aircraft fire. Although aircraft ferried will be fully equipped with guns and ammunition, the attack may occur while still carrying extra fuel or when the pilots are fatigued. (See Tab C for strength and disposition of enemy air forces.)

(3) No staging fields available for emergency landings.

(4) Would require a mother ship to do the navigating.

(5) Lack of intermediate staging fields means lack of intermediate weather information.

NOTE: Some protection could be afforded by fire from the mother ship. The ferrying of bombers being delivered to this theatre might be coordinated with fighter deliveries to provide additional escort protection for the fighters. Fighter squadrons could be provided at both ends of the ferry route for additional escort protection for short distances out of these two terminals. Although loss will probably occur from motor failure or from attack, they may not be as great as losses incurred from seizing and defending staging fields, and in providing escort protection for ferrying operations out of staging fields.

b. Non-stop towing.

The towing of P-39's and P-40's behind bombers appears practicable but it is questionable if P-38's can be towed at this time. (See Tab D for report of towing tests.)

Advantages:

(1) Unnecessary to seize, improve, defend, and supply staging fields in enemy (?) territory.

(2) Route not subject to ground attack.

(3) Exact course between terminals can be varied.

(4) Fighters thus towed would not be hampered by extra gasoline, and would be available for offensive action against hostile aircraft enroute. A system could be worked out whereby

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fighters could make more than one hook-on to the tow ship enroute.

Disadvantages:

(1) Long flight may cause pilot fatigue.

(2) Requires coordination of bomber (tow ship) and fighter delivery on a basis of one bomber for each fighter.

(3) Requires contact weather at present state of development of towing.

(4) Lack of intermediate staging fields means lack of intermediate weather information.

c. Use of One or More Staging Fields.

If staging fields were used, their purpose would be to permit the ferrying of fighter aircraft in condition to meet offensive air action, to eliminate pilot fatigue of non-stop flights, to acquire route weather information, and to provide emergency fields in the event of motor failure or bad weather. In order for the fighter to be in condition for offensive action at all times enroute, the distance between staging fields would have to be such as to permit fighters to drop any auxiliary gasoline load, engage in combat, and then proceed to a protected staging field. Based on the range and radius of action of P-39's and P-40's, the distance between these staging fields should not exceed 300 miles. This would mean 7 staging fields on this route between terminals.

Use of Seven Staging Fields. Although 7 staging fields would permit fighter aircraft being ferried to engage in combat under advantageous conditions, would provide emergency fields for forced landings due to motor failure or weather, would eliminate pilot fatigue, and would provide weather information enroute, yet the forces necessary to seize and defend 7 such fields, and the logistical problem of supplying these fields are too great to warrant further consideration.

Use of One Staging Field. As P-38's and P-39's are capable of making the flight non-stop, the greatest advantage of having one staging field would be that it would make it possible to deliver P-40's over this route. As there are only 15 P-40's per month to be delivered it is considered inadvisable to provide a staging field solely for the benefit of P-40's, as P-39's could be substituted for P-40's, or P-40's could be shipped by boat direct to X or Y. To P-38's and P-39's the provision of one staging field in the route would mean that the time of continuous flight would be reduced, thus reducing pilot fatigue, and that take-offs would be easier due to the lighter gas load. The disadvantages of using one staging field enroute would be greater than the advantages. It would mean that precious daylight hours would be lost in refueling; it would serve notice to the enemy of our intentions; it would subject troops and transports to attack in the air and on the ground. (See Tab E for strength and disposition of enemy ground forces.) Both the transports and the pursuits would be extremely vulnerable

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at the time the pursuits were being refueled at the staging field. Even if the enemy were not aware of the flight until it landed at the staging field, yet there would be sufficient time after the flight landed for enemy aircraft to be sent over to strafe the personnel and equipment on the ground. A minimum of 15 transports, which are badly needed elsewhere, would be required for this action.

Conclusions.

6. It is feasible to fly P-38's and P-39's non-stop from Accra or Kano to North Africa by use of a mother ship for navigation. The losses enroute cannot be determined in advance. If they become too great, the decision can be reached at that time, as to whether to abandon ferrying over this territory entirely, or to seize and defend the necessary staging fields.

7. The towing of fighter aircraft would provide some measure of protection enroute, but this method has not been sufficiently exploited to recommend it.

8. At the present stage of development of long range tanks for P-40's, maximum range for this type is 1250 miles. If P-40's are to be ferried over this route, one staging field, at approximately the half-way point, would have to be seized. P-40's flown in this manner would be vulnerable, carrying auxiliary gasoline over a large part of the route. It would be more feasible to substitute P-38's or P-39's for the small number of P-40's scheduled for this task force, or arrangements could possibly be made to deliver the P-40's to the task force by boat.

9. Seizure, defense, and supply of 7 staging fields is too costly in personnel and materiel to warrant the operation.

10. Seizure and defense of one staging field has no great advantages, and presents many disadvantages.

11. Reasonably accurate weather information could be provided by having two bombers start out from the opposite ends of the route, toward the middle, reporting weather conditions encountered throughout the flight. This bomber flight would be made approximately four hours prior to the take-off of the fighter aircraft. In this way, weather information for the entire route would be available in a period of four or five hours.

12. All fighter aircraft delivered over this route should be delivered by combat crews rather than by ferrying crews, as long as there is any likelihood of being attacked enroute.

13. The greatest opposition from the Vichy French could be expected in the vicinity of the terminals at each end of the route. It is assumed that the subject task force in the North would be able to provide the necessary protection at that end of the route. Additional protection would be necessary at Kano and Accra in the form of fighter aircraft and ground forces, including radar equipment.

14. There will be approximately eleven hours of daylight for ferry operation between the Gold Coast and North Africa in the month of January. (See Tab F.)

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16. On the assumption that the fighters will fly the route Accra, Lagos, Kano to X or Y, there will be needed during the first month of ferrying operations, approximately 25,100 gallons of gasoline at Accra, 9000 gallons at Lagos, and 79,700 gallons at Kano. A slight increase in gasoline will be needed in subsequent months. Additional gasoline will be required for mother ships dependent on the number employed. (See Tab G.)

Incls:
Tabs A thru G.

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A

TAB A

FIGHTER ATTRITION

Assigned to Task Force		
8 Groups (Plus 4 Sqdn.)	2 Fighter Groups	P-39
	2 " "	Spitfires*
	3 " "	P-38 **
	1 " "	P-40
	2 Observation Sqdns.	P-39
	2 Photo Recon. Units	F-4's

* Spitfires change to P-39's after second Month.
** 1 Group is less 1 Squadron for first four months.

Fighter Groups
3 Squadrons each x 25 planes = 75 planes per Gp.

Observation Squadrons
13 planes per Sqdn.

Photo Reconnaissance Units
13 Planes per Sqdn.

Units using P-40's will take with them 2 month's attrition of planes.

Units using P-39's will take with them, or have on hand in U.K. 2 month's attrition of planes.

Units using P-38's will take with them, or have in U.K 2 month's attrition of planes.

DELIVERY REQUIREMENTS

Deliveries to begin at the beginning of the 3d month of Task Force operations.

3d Month						
P-38's	20 %	of 200	=		40	
P-39's	20 %	of 300	=	60		
P-39's	20 %	of 26	=	5	65	
P-40's	20 %	of 75	=		15	
F- 4's	20 %	of 26	=		5	
						125
4th Month						
Same						125
5th Month						
P-38's	20 %	of 225	=		45	
P-39's	20 %	of 300	=	60		
P-39's	20 %	of 26	=	5	65	
P-40's	20 %	of 75	=		15	
F- 4's	20 %	of 26	=		5	130

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TAB B

B

RANGE OF FIGHTERS

Type	Normal Gas	Aux. Gas	Total Gas	Range
P-38	290	0	300	700 mi.
	290	300	600	1,420 "
	290	600	900	3,000 "
P-39	120	0	120	500 mi.
	120	75	195	860 "
	120	175	295	1,250 "
	120	300	420	"
	120	370	490	2,400 "
	120	427 (Incl 57 Cal. nose tank)	547	2,800 "
	120	467 (Incl nose tank plus 40 Gals.)	587	3,000 "
P-40	148	0	148	575 mi.
	148	170	318	1,250 "

These figures are approximate and vary according to altitude, power settings, etc.

DATA ON LONG RANGE PERFORMANCE

The P-38 actually flew 3,170 miles on 890 gallons of gasoline. It is believed that the average pilot can fly 2,640 miles on 890 gallons, at 200 miles an hour at 12,000 feet.

The P-39, equipped with 547 gallons of gasoline actually flew 2,250 miles with 94 gallons left in the tank. This indicates a range of 2,800 miles on 547 gallons, at approximately 175 miles per hour, at 6000 to 8000 feet.

DATA ON AUXILIARY TANKS

The long range equipment for P-38's consists of the built-in 290 tank plus two 300 gallon belly tanks. There are 200 such tanks on order with delivery expected in December. The Air Service Command expects to order 1200 additional tanks with delivery beginning about 200 in January.

The long range equipment on the P-39 consists of the 120 gallon built-in tank, a 370 gallon belly tank, and a 57 gallon nose tank. There are 55 of the 370 gallon tanks on hand, with an additional 45 on order. Although this is the complete production now planned, additional tanks could be secured at the rate of about 100 per month, beginning in December. There are 300 of the 57 nose tanks expected for delivery November 15th.

NOTE: All auxiliary tanks are droppable but none are leak-proof. The 57 gallon nose tank is not droppable, but gasoline from this tank could be consumed first, in order to lessen the hazard of fire, if attacked. The use of the nose tank requires removal of the cannon and the 2 50 cal. guns in the nose of the P-39. Experiments are being conducted in adding an additional 40 gallons for the P-39.

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The governing factor on clearance of all belly tanks is the rule that there must be the same clearance for tanks as there is for propellers. This probably averages ten to eleven inches. It is estimated that the P-39 requires a 3000-foot run on a hard surface runway, to take-off with 547 gallons of gasoline.

The safe range of fighters with 75-gallons auxiliary tanks, based on ferrying between staging fields with allowance for 26 minutes of full throttle (6 minutes for take-off and 20 minutes of combat) enroute with 25% of built-in gasoline capacity as reserve, is as follows:

Type	Normal Gas	Aux. Gas	Total Gas	Range
P-39	120	75	195	285
P-40	148	75	223	335
P-38	300	300	600	700

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STRENGTH AND DISPOSITION
VICHY FRENCH AIRPLANES IN AFRICA

Location	L.R.B.	R.B.	M.B.	T.B.	F.	Total
Tunisia	26	36		6	50	118
Algeria	66	34		6	109	215
Morocco	79	13			50	142
Senegal	48	28	9	12	70	167
Sudan	15	18				33
TOTAL	234	129	9	24	279	675

C

L.R.B. - Long Range Bomber

M.B. - Medium Bomber

R.B. - Reconnaissance Bomber

T.B. - Torpedo Bomber

F. - Fighter

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TAB C

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RESULTS OF TESTS IN TOWING FIGHTER AIRCRAFT BY BOMBER

On September 5, 1942, a report was rendered by the Materiel Division of the results of tests in which a P-39 was towed by a B-17C airplane. The fighter and the bomber took off separately and the hook-on was accomplished in the air. The bomber trailed a cable approximately 250 feet long. The fighter had approximately 30 feet of nylon rope attached to a glider tow release fitting mounted near the c.g. of the fighter. The rope was skidded (SNAKED) under the wing out to the wing tip and held down with ordinary scotch paper tape. At the wing tip end of the rope was attached a metal hook which the fighter pilot engaged with the cable trailing behind the bomber by laying his wing tip on top of the trailing cable and skidding away from it, thereby contacting the hook with the plug at the end of the cable and pulling the snaked rope from under the fighter's wing. The fighter pilot dropped back until all the slack in the cable was taken up, feathered his propeller and assumed a comfortable tow position. When the fighter was ready to release from the tow ship the fighter pilot skidded out to one side so as to get the towing rope out of the propeller arc. He then started his motor, warmed it up and cut loose from the tow ship and flew in to the airport for landing.

To test the endurance of such a tow system, on August 31, 1942, a P-39 was towed for nine hours and fifty minutes over a distance of 1940 miles. The P-39 pilot was examined by a flight surgeon who reported that the pilot was in excellent physical and mental condition after completing the tow. The report drew the following conclusions:

(1) That this method of towing fighter aircraft has been developed to a stage where it can be employed successfully during contact weather.

(2) That the matter of pilot fatigue does not seem to be serious.

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(3) At the present time, it is impossible to tow in overcast with safety because of inability to maintain desired relative position between the tug airplane and the towed airplane.

A test by Major DuPont, of the Air Transport Command, September 1, 1942, demonstrated that it does not take an exceptionally well qualified pilot to fly a fighter plane on a successful tow mission. Although Major DuPont has almost five thousand hours, most of this time has been on ships of less than 500 horsepower and with very little formation experience. He had had only approximately 2½ hours in a P-39 when he made his first hook-on.

A total of 13 hook-on's have been made of which all but two were successful. On one mission, the release mechanism was faulty and on the other, the fighter pilot was over-anxious and the tow rope was cut by the propeller.

Full reports on this subject from Materiel Division and from the Air Transport Command are available.

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VICHY FRENCH TROOPS IN NORTH AND WEST AFRICA
AS OF JUNE 18, 1942
(Source: MIS, W.D.)

NORTH AFRICA -

Tunisia - French and Native Troops Total - 15,000

Tunis - 1 Division

Composition:

Inf.	-	3 Regts.
Cav.	-	2 Regts. (Horse)
		1 Regt. (Mech.)
Art'y.	-	1 Regt. (Mtz.) 75 mm.
		1 Regt. (AA)
Engrs.	-	1 Bn.
Services	-	1 Legion Garde Mobile
		1 Signal Group
		1 Train Escadron

Algeria - French and Native Troops Total - 52,000

Oran - 1 Division

Algiers - 1 Division

Constantine - 1 Division

Composition:

Inf.	-	16 Regts.
Cav.	-	3 Regts. (Mech.)
		3 Regts. (Horse)
Art'y.	-	4 Regts. F. A. (Incl. 1 Regt. Mtz.)
		1 Regt. AA
Engrs.	-	1 Regt.
Services	-	1 Legion Garde Mobile
		1 Signal Group.
		3 Train Escadrons

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French Morocco - French and Native Troops Total - 41,000

Meknes - 1 Division

Fes - 1 Division

Rabat - 1 Division

Marrakech - 1 Division

Composition:

Inf.	-	13 Regts.
Cav.	-	3 Regts. (Mech.)
		1 Regt. (Mtz.)
		2 Regts. (Horse)
Tanks	-	1 Bn.
Art'y.	-	3 Regts. Field (Incl. 1 Regt. Mtz.)
		1 Regt. (AA)
Services	-	2 Bns. Engrs.
		2 Train Escadrons
		1 Legion Garde Mobile

WEST AFRICA -

Western Division (Dakar, Senegal, Mauritania)-French and Native Troops - Total - 28,650

Senegal - Mauritania - 16,350
Dakar - 12,300 *

Composition:

Inf.	-	5 Regts. (1 Mtz.)
		1 Demi-Brig.
		4 Bns.
Cav.	-	1 Regt. (Mech.)
		Camel Groups
Art'y.	-	1 Regt. (4 Groups)
Engrs.	-	1 Bn.
Services	-	3 Regts.

Center Division -

Sudan - 7,150
Guinea - 2,400
Ivory Coast- 7,200

Composition:

Inf.	-	3 Regts
		2 Bns.
Cav.	-	1 Regt. (Mech.)
Art'y.	-	3 Groups
Services	-	1 Regt.

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Eastern Division -

Niger - 6,900
Dahomey-Togo- 4,700

Composition:

Inf. - 2 Regts.
Cav. - Camel Groups
Art'y. - 2 Groups
Service Troops -

FRENCH AND NATIVE TROOPS -- North Africa - 108,000
West Africa - 57,000

TOTAL - 165,000

* Denotes Army troops only - French naval force at Dakar is listed as 12,000.

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TAB F

HOURS OF DAYLIGHT

Lat.	Nov.	Dec.	Jan.
	French North Africa		
35°	10:18	9:49	10:04
	French West Africa		
5°	12:02	11:42	11:53

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TAB G

GASOLINE REQUIREMENTS PER MONTH
(For Non-Stop Ferrying)

Per Mth. (3d Mth of Task Force Open)	Accra		Lagos		Kano
40 P-38's x 300 gals.	= 12,000 gals.		0 gals. x 900	=	36,000 gals.
5 P- 4's x 300 "	= 1,500 "		0 " x 900	=	4,500 "
65 P-39's x 120 "	= 7,800 "	x 120 =	7,800 " x 480	=	31,850 "
*15 P-39's x 120 "	= 1,800 "	x 120 =	1,800 " x 480	=	7,350 "
125	23,100 gals.		9,600 gals.		79,700 gals.

* Substitution of P-39's for P-40's unable to make non-stop.

Per Month (4th Mth of Task Force Operation)

Same as 3d Above)

Per Month (5th Mth of Task Force Operation)

An Additional 5 - P-38's per month.	1,500	0	4,500
130	24,600	9,600	84,200

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INCLOSURE NO. I

TOPIC A: The Feasibility of Ferrying Fighter Aircraft from the Gold Coast to North Africa.

1. Present arrangements provide for the subject task force to take with it into the theatre, or have available in the United Kingdom, sufficient fighter aircraft to provide for attrition for two months of operation. This paper discusses the feasibility of ferrying the attrition fighter aircraft to this task force, beginning with its third month of operation, the route for delivery being from the Gold Coast to North Africa.

2. Delivery data is as follows:

a. Types of planes - P-38's, P-39's, P-40's and P-4's, (P-38's converted for photography).

b. The number of attrition airplanes is 125 per month for the third and fourth months, and 130 per month for the fifth and subsequent months. (See Tab A.)

c. Distances to be flown -

Accra	to	X	2000 miles
Accra	to	Y	2100 "
Kano	to	X	1800 miles
Kano	to	Y	1750 "

d. Three-fourths of the planes are now scheduled to be flown by combat crews, balanced by ferrying crews.

e. Ranges of aircraft with various combinations of auxiliary tanks are shown in Tab B.

3. The majority of the route is over Vichy French territory. No definite statement can be made as to the reaction of the Vichy French to ferrying over this route. It is assumed that the Vichy French would oppose any invasion of French North Africa with at least a token resistance, and therefore would oppose any effort to supply such a force through French West Africa. Should these assumptions prove false, and Vichy French offer no objection to ferrying accross this route, then the problem would be much simplified.

4. There are three possible ferrying methods as follows:

a. Non-stop ferrying

b. Non-stop towing

c. Use of one or more staging fields

5.

a. Non-stop ferrying.

The non-stop range of P-38's and P-39's with auxiliary fuel tanks leaves an ample margin of safety (ranges of 2800 to 3000 miles compared to distances of 1750 and 2100 miles). The auxiliary fuel tanks for such ranges are droppable but are not leak-proof. The present maximum range of P-40's (1250 miles) is insufficient to make a non-stop delivery on this route. P-40's represent, however, only about 15% of the fighter aircraft to be delivered. If

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necessary, other types probably could be substituted, or P-40's deck-loaded to X or Y by boat. Delivery by non-stop ferrying has the following

Advantages:

(1) Unnecessary to seize, improve, defend and supply staging fields in enemy (?) territory.

(2) Route not subject to ground attack.

(3) Exact course between terminals can be varied.

Disadvantages:

(1) 1800 to 2100 mile non-stop flight causes pilot fatigue.

(2) Aircraft may be subject to attack by enemy aircraft or anti-aircraft fire. Although aircraft ferried will be fully equipped with guns and ammunition, the attack may occur while still carrying extra fuel or when the pilots are fatigued. (See Tab C for strength and disposition of enemy air forces.)

(3) No staging fields available for emergency landings.

(4) Would require a mother ship to do the navigating.

(5) Lack of intermediate staging fields means lack of intermediate weather information.

NOTE: Some protection could be afforded by fire from the mother ship. The ferrying of bombers being delivered to this theatre might be coordinated with fighter deliveries to provide additional escort protection for the fighters. Fighter squadrons could be provided at both ends of the ferry route for additional escort protection for short distances out of these two terminals. Although loss will probably occur from motor failure or from attack, they may not be as great as losses incurred from seizing and defending staging fields, and in providing escort protection for ferrying operations out of staging fields.

b. Non-stop towing.

The towing of P-39's and P-40's behind bombers appears practicable but it is questionable if P-38's can be towed at this time. (See Tab D for report of towing tests.)

Advantages:

(1) Unnecessary to seize, improve, defend, and supply staging fields in enemy (?) territory.

(2) Route not subject to ground attack.

(3) Exact course between terminals can be varied.

(4) Fighters thus towed would not be hampered by extra gasoline, and would be available for offensive action against hostile aircraft enroute. A system could be worked out whereby

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fighters could make more than one hook-on to the tow ship enroute.

Disadvantages:

(1) Long flight may cause pilot fatigue.

(2) Requires coordination of bomber (tow ship) and fighter delivery on a basis of one bomber for each fighter.

(3) Requires contact weather at present state of development of towing.

(4) Lack of intermediate staging fields means lack of intermediate weather information.

c. Use of One or More Staging Fields.

If staging fields were used, their purpose would be to permit the ferrying of fighter aircraft in condition to meet offensive air action, to eliminate pilot fatigue of non-stop flights, to acquire route weather information, and to provide emergency fields in the event of motor failure or bad weather. In order for the fighter to be in condition for offensive action at all times enroute, the distance between staging fields would have to be such as to permit fighters to drop any auxiliary gasoline load, engage in combat, and then proceed to a protected staging field. Based on the range and radius of action of P-39's and P-40's, the distance between these staging fields should not exceed 300 miles. This would mean 7 staging fields on this route between terminals.

Use of Seven Staging Fields. Although 7 staging fields would permit fighter aircraft being ferried to engage in combat under advantageous conditions, would provide emergency fields for forced landings due to motor failure or weather, would eliminate pilot fatigue, and would provide weather information enroute, yet the forces necessary to seize and defend 7 such fields, and the logistical problem of supplying these fields are too great to warrant further consideration.

Use of One Staging Field. As P-38's and P-39's are capable of making the flight non-stop, the greatest advantage of having one staging field would be that it would make it possible to deliver P-40's over this route. As there are only 15 P-40's per month to be delivered it is considered inadvisable to provide a staging field solely for the benefit of P-40's, as P-39's could be substituted for P-40's, or P-40's could be shipped by boat direct to X or Y. To P-38's and P-39's the provision of one staging field in the route would mean that the time of continuous flight would be reduced, thus reducing pilot fatigue , and that take-offs would be easier due to the lighter gas load. The disadvantages of using one staging field enroute would be greater than the advantages. It would mean that precious daylight hours would be lost in refueling; it would serve notice to the enemy of our intentions; it would subject troops and transports to attack in the air and on the ground. (See Tab E for strength and disposition of enemy ground forces.) Both the transports and the pursuits would be extremely vulnerable

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at the time the pursuits were being refueled at the staging field. Even if the enemy were not aware of the flight until it landed at the staging field, yet there would be sufficient time after the flight landed for enemy aircraft to be sent over to strafe the personnel and equipment on the ground. A minimum of 15 transports, which are badly needed elsewhere, would be required for this action.

Conclusions.

6. It is feasible to fly P-38's and P-39's non-stop from Accra or Kano to North Africa by use of a mother ship for navigation. The losses enroute cannot be determined in advance. If they become too great, the decision can be reached at that time, as to whether to abandon ferrying over this territory entirely, or to seize and defend the necessary staging fields.

7. The towing of fighter aircraft would provide some measure of protection enroute, but this method has not been sufficiently exploited to recommend it.

8. At the present stage of development of long range tanks for P-40's, maximum range for this type is 1250 miles. If P-40's are to be ferried over this route, one staging field, at approximately the half-way point, would have to be seized. P-40's flown in this manner would be vulnerable, carrying auxiliary gasoline over a large part of the route. It would be more feasible to substitute P-38's or P-39's for the small number of P-40's scheduled for this task force, or arrangements could possibly be made to deliver the P-40's to the task force by boat.

9. Seizure, defense, and supply of 7 staging fields is too costly in personnel and materiel to warrant the operation.

10. Seizure and defense of one staging field has no great advantages, and presents many disadvantages.

11. Reasonably accurate weather information could be provided by having two bombers start out from the opposite ends of the route, toward the middle, reporting weather conditions encountered throughout the flight. This bomber flight would be made approximately four hours prior to the take-off of the fighter aircraft. In this way, weather information for the entire route would be available in a period of four or five hours.

12. All fighter aircraft delivered over this route should be delivered by combat crews rather than by ferrying crews, as long as there is any likelihood of being attacked enroute.

13. The greatest opposition from the Vichy French could be expected in the vicinity of the terminals at each end of the route. It is assumed that the subject task force in the North would be able to provide the necessary protection at that end of the route. Additional protection would be necessary at Kano and Accra in the form of fighter aircraft and ground forces, including radar equipment.

14. There will be approximately eleven hours of daylight for ferry operation between the Gold Coast and North Africa in the month of January. (See Tab F.)

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15. On the assumption that the fighters will fly the route Accra, Lagos, Kano to X or Y, there will be needed during the first month of ferrying operations, approximately 23,100 gallons of gasoline at Accra, 9600 gallons at Lagos, and 79,700 gallons at Kano. A slight increase in gasoline will be needed in subsequent months. Additional gasoline will be required for mother ships dependent on the number employed. (See Tab G.)

Incls:
Tabs A thru G.

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TAB A

FIGHTER ATTRITION

Assigned to Task Force		
8 Groups (Plus 4 Sqdn.)	2 Fighter Groups	P-39
	2 " "	Spitfires*
	3 " "	P-38 **
	1 " "	P-40
	2 Observation Sqdns.	P-39
	2 Photo Recon. Units	F-4's

* Spitfires change to P-39's after second Month.
** 1 Group is less 1 Squadron for first four months.

Fighter Groups
3 Squadrons each x 25 planes = 75 planes per Gp.

Observation Squadrons
13 planes per Sqdn.

Photo Reconnaissance Units
13 Planes per Sqdn.

Units using P-40's will take with them 2 month's attrition of planes.

Units using P-39's will take with them, or have on hand in U.K. 2 month's attrition of planes.

Units using P-38's will take with them, or have in U.K 2 month's attrition of planes.

DELIVERY REQUIREMENTS

Deliveries to begin at the beginning of the 3d month of Task Force operations.

3d Month							
P-38's	20 %	of	200	=		40	
P-39's	20 %	of	300	=	60		
P-39's	20 %	of	26	=	5	65	
P-40's	20 %	of	75	=		15	
F- 4's	20 %	of	26	=		5	
							125
4th Month							
Same							125
5th Month							
P-38's	20 %	of	225	=		45	
P-39's	20 %	of	300	=	60		
P-39's	20 %	of	26	=	5	65	
P-40's	20 %	of	75	=		15	
F- 4's	20 %	of	26	=		5	130

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TAB B

RANGE OF FIGHTERS

Type	Normal Gas	Aux. Gas	Total Gas	Range
P-38	290	0	300	700 mi.
	290	300	600	1,420 "
	290	600	900	3,000 "
P-39	120	0	120	500 mi.
	120	75	195	860 "
	120	175	295	1,250 "
	120	300	420	"
	120	370	490	2,400 "
	120	427 (Incl 57 Gal. nose tank)	547	2,800 "
	120	467 (Incl nose tank plus 40 Gals.)	587	3,000 "
P-40	148	0	148	575 mi.
	148	170	318	1,250 "

These figures are approximate and vary according to altitude, power settings, etc.

DATA ON LONG RANGE PERFORMANCE

The P-38 actually flew 3,170 miles on 890 gallons of gasoline. It is believed that the average pilot can fly 2,640 miles on 890 gallons, at 200 miles an hour at 12,000 feet.

The P-39, equipped with 547 gallons of gasoline actually flew 2,250 miles with 94 gallons left in the tank. This indicates a range of 2,800 miles on 547 gallons, at approximately 175 miles per hour, at 6000 to 8000 feet.

DATA ON AUXILIARY TANKS

The long range equipment for P-38's consists of the built-in 290 tank plus two 300 gallon belly tanks. There are 200 such tanks on order with delivery expected in December. The Air Service Command expects to order 1200 additional tanks with delivery beginning about 200 in January.

The long range equipment on the P-39 consists of the 120 gallon built-in tank, a 370 gallon belly tank, and a 57 gallon nose tank. There are 55 of the 370 gallon tanks on hand, with an additional 45 on order. Although this is the complete production now planned, additional tanks could be secured at the rate of about 100 per month, beginning in December. There are 300 of the 57 nose tanks expected for delivery November 15th.

NOTE: All auxiliary tanks are droppable but none are leak-proof. The 57 gallon nose tank is not droppable, but gasoline from this tank could be consumed first, in order to lessen the hazard of fire, if attacked. The use of the nose tank requires removal of the cannon and the 2 50 cal. guns in the nose of the P-39. Experiments are being conducted in adding an additional 40 gallons for the P-39.

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The governing factor on clearance of all belly tanks is the rule that there must be the same clearance for tanks as there is for propellers. This probably averages ten to eleven inches. It is estimated that the P-39 requires a 3000-foot run on a hard surface runway, to take-off with 547 gallons of gasoline.

The safe range of fighters with 75-gallons auxiliary tanks, based on ferrying between staging fields with allowance for 26 minutes of full throttle (6 minutes for take-off and 20 minutes of combat) enroute with 25% of built-in gasoline capacity as reserve, is as follows:

Type	Normal Gas	Aux. Gas	Total Gas	Range
P-39	120	75	195	283
P-40	148	75	223	335
P-38	300	300	600	700

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TAB F

HOURS OF DAYLIGHT

Lat.	Nov.	Dec.	Jan.
	French North Africa		
35°	10:18	9:49	10:04
	French West Africa		
5°	12:02	11:42	11:53

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TAB G

GASOLINE REQUIREMENTS PER MONTH
(for Non-Stop Ferrying)

Per Mth. (3d Mth of Task Force Oper)	Accra	Lagos	Kano
40 P-38's x 300 gals.	= 12,000 gals.	0 gals. x 900	= 36,000 gals.
5 P-4's x 300 "	= 1,500 "	0 " x 900	= 4,500 "
65 P-39's x 120 "	= 7,800 " x 120	= 7,800 " x 490	= 31,850 "
*15 P-39's x 120 "	= 1,900 " x 120	= 1,800 " x 490	= 7,350 "
125	23,100 gals.	9,600 gals.	79,700 gals.

* Substitution of P-39's for P-40's unable to make non-stop.

Per Month (4th Mth of Task Force Operation)

Same as 3d Above)

Per Month (5th Mth of Task Force Operation)

An Additional 5 - P-38's per month.	1,500	0	4,500
130		9,600	84,200

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TOPIC B

Defense of the African Ferry Route from Fisherman Lake to Fort Lamy.

1. From information received from Air Commodore Birr, Hq. R.A.F. West Africa, June 1st the following is an estimate of the Vichy air forces in F.W.A:

Fighters	46
Bombardment	98
Bomber Reconnaissance	14
Coastal Patrol	2
Training	24
Torpedo	12
	199
Estimated increase	100
Total	349

For type and dispersal see Tab E.

To destroy this force the following is recommended:

	H.Bombers	M.Bombers	Fighters	Reconnaissance
Bathurst Area				
Freetown Area				
Robertsfield				
Takoradi				
Accra				
Lagos				
Kano				
Maiduguri				
Ft. Lamy				

a. Due to action in the North African Theatre it is assumed that no additions or replacements will be available to augment this force. For the same reason it is assumed that no additions will be available from the Middle East Axis air forces. If, however, reinforcements are flown into the area, it is believed they will only cut short the estimated one months gasoline supply available for Vichy's present force. A LARGE PART OF THIS FORCE CAN BE DESTROYED BY BOMBING OF THE VICHY AIR BASES.

b. Due to the lack of suitable roads leading into Sierra Leone, Liberia and the Gold Coast the threat from Vichy ground forces is believed negligable. Gambia, however, is in a very vulnerable position as it is accessable to the major portion of Vichy's ground forces in F.W.A. The loss of Gambia would be a serious handicap if an occupation of Senegal is contemplated in the future as its port of Bathurst, aerodromes at Jeswang, Yundun and Bukama and debarkation points along the Gambia River would be

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most important in taking Dakar from behind.

c. Vichy is ~~believed~~ GUESSED to have 15 submarines based at Dakar. If she should decide to retaliate by sending these submarines against our shipping as well as to open her ports at Dakar, ~~Conakry~~ KONAKRY, Port Bouet, Lome and Conakry to axis submarines there will be a sharp increase in sinkings off the west coast of Africa as well as ~~thereby~~ for supplies ~~to~~ Asension Island.

2. The bulk of the Vichy air force is dispersed in the Senegal area, probably for the protection of Dakar and ~~St. Louis~~ ST LOUIS and possibly because of better flying conditions during the rainy season. As the dry season begins about November 1st, the aerodromes in ~~Guinea~~ GUINEA, Sudan, Ivory Coast and Niger will shortly be available which will permit her bombers to refuel at such points as Kindia, Kankan, Bamako, Bobo Dioulasso, Gao, ZINDER Onagadougou and Niamey, either before or after attacking the ferry route bases. If these can be occupied and held by airborne troops, the Vichy bombers will be forced to refuel either before or after the attack at aerodromes within range of our fighters and medium bombers. The occupation of Bamako would also cut off the supplies from the interior on which Senegal is largely dependant. Kankan is the rail head of the line from Conakry, Bobo Dioulasso is the rail head of the line from Abidjan and ~~Niamey~~ NIAMEY controls the main all weather supply road to Ainder and Eastern Niger.

a. Bamako, the most important aerodrome to be occupied ~~in~~ IS the Hq. for the Vichy Central Forces with ground troops amounting to 3950 according to ~~latest~~ ARMED reports. Additional forces are in nearby ~~Segou, Kati~~ SEGOU, Koulikoro and Kayes. See Tab ___. The other aerodromes mentioned above, though not as strongly fortified, are well protected WITH GROUND FORCES and it is believed it will take at least a full division to occupy and hold these bases. To supply air transport planes SUFFICIENT TO MAINTAIN A DIVISION WOULD BE A SERIOUS DRAIN ON THE FERRY ROUTE at least until the situation in Middle East becomes more favorable.

b. The possibilities of the loss of Gambia and submarine attacks on our supply lines as outlined in Paragraph 1, must also be considered in this plan.

KINDIA 1750 TROOPS
KANKAN 1300
BOBO DIOULASSO 1540
OUAGADOUGOU 2300
NIAMEY 1500
GAO 650
ZINDER 2700

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3. It has been well established that the French in W.A. do not want to attack the neighboring British Colonies nor to interrupt our ferry routes. But due to closer collaberation between Vichy and the Axis, they may be forced into it at any time. With this in mind it is imperative that sufficient A.A. protection be provided at our ferry bases as well as radar and squadrons of medium bombers and fighters.

a. England and the U.S.A. made an agreement whereby the U.S.A. would provide suitable protection for Asension Island and Siberia while England assumed the responsibility for the protection of the balance of the ferry route. Due to reverses in the Middle East, England has been unable to assume her obligations and now has bery little air protection. See Tab ___.

b. If after it has been formally approved that the U.S. can assume the protection of the ferry route, it is suggested that England concentrate all of her available air strength at Bathurst and Freetown leaving the balance, Fishermans Lake to Ft. Lamy to the U.S. This would necessitate the following:

	M.Bombers	Fighters	Reconnaissance	A.A.
Fishermans Lake				
Robertsfield				
Takoradi				
Accra				
Apapa				
Ibyn				
Kano				
Maiduguri				
Ft. Lamy				

c. Due to the proximity of Robertsfield to Ascension, Island, 930 miles, precaution should be taken to prevent an attempt to take Robertsfield by paratroops, thus providing a base from which long range bombers could attack Ascension Island. Although the southern ferry route via Ascension Island, Leopoldville, is not yet in opration, Ascension is in constant use for ferrying medium bombers at present.

d IF THE FERRY ROUTE OPERATIONS TO MIDDLE EAST CAN BE REROUTED FROM LAGOS VIA NAIROBI KHARTOUM TO EL GEDARIA OR SENT OVER THE SOUTHERN ROUTE VIA LEOPOLDVILLE, IT WILL NOT BE NECESSARY TO DEFEND MAIDUGURI AND FT LAMY. HOWEVER DUE TO THE EXISTING HATRED OF VICHY FOR THE FIGHTING FRENCH IT IS CERTAIN THAT ANY RETALIATION BY VICHY WILL INCLUDE AN ATTACK ON FT LAMY.

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ANNEX II. Enclosure No. 3

1. FRENCH WEST AFRICAN AIR FORCE, March 1942. (Estimated to have increased at least 25% by June 1, 1942)

(The following information obtained from Hq RAF, West Africa-Commodore Rice.)

Note: The RAF believes that the French Army Air Forces are now under control of the French Navy.

DAKAR - Ouakam 11/6 Fighter Group - 20 planes (Detyoine 520's)

¼ Fighter Group - 26 planes (Detyoine Sq Curtiss 75As)

Independent Air Group #43 - 6 planes (Mixed Detyoines 501's)

(Escadrille #2 - Probably Training Group)

11/62 - Bomber Group (Hq at Thies but most likely stationed at Ouakam

11/63 - Bomber Group (30+ Light Bombers - Glenn Martins (Marylands 167)

Naval Air Arm - 12 Torpedo Bombers

5 Bomber Reconnaissance

2+ Coastal Ratrol (Loire Flying Boats)

18 Bombers (Martin 167)

THIES - Group #10 - 6 Planes (Potez 25,542,63/11-long range (Farman 222)

Independent Group #43 - 8 Planes (Bomber-Reconn-Mixed Potez & Farnam 222)

(Sqs 2 and 4)

BAMAKO - 1 Bomber Group 62) (167 Marylands)

1 Bomber Group 63) (Some of these aircraft probably 6 detached to Mopti). Total planes for both groups reported to be 30.

1 Det-Independent Air Group #43 - 9 Planes (Potez 25s) Training

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GAU -1 Det-Independent Air Group #43 - 9 Planes (Potez 25's
Prob. Escadrille 3)

Russo-Richard Toll Area - 12 Bombers (Martin 167's)

Birni N'Konni - 6 Bombers (Twin Engine)

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MEMORANDUM FOR GENERAL ARNOLD:

Subject: Ferrying Aircraft from the Gold Coast of Africa to French Morocco and/or Northern Algeria.

I. Discussion.

1. The operation of a special task force in French Morocco and Northern Algeria would require the delivery of replacement aircraft to this theater. The following remarks discuss the possibility of ferrying ~~pursuit~~ aircraft to this theater from the Gold Coast.

2. Delivery data is as follows:

a. Types of Planes - P-38's, P-39's, and P-40's.

b. Numbers of Planes - 45 P-38's, 30 P-39's and 15 P-40's per month for the first two months and 45 P-38's, 6 P-39's and 15 P-40's per month. (See Tab A)

c. Distances to be Flown -

Accra to	X	2000 miles
Accra to	Y	2100 miles
Kano to	X	1800 miles
Kano to	Y	1750 miles

d. Three-fourths of the planes are to be flown by combat crews balance by ferrying crews.

e. Ranges of aircraft are shown in Tab B.

3. The majority of the route is over Vichy French territory. No definite statement can be made as to the reaction of the Vichy French to such an operation. It is assumed however, that the Vichy French will exert at least a token resistence to any invasion of Northern Algeria, or French Morocco. It is impossible to predict what their reaction would be to the non-stop ferrying of aircraft over Northwest Africa or to the ferrying of aircraft through Northwest Africa with staging stops in Vichy French territory.

4. There are three possible ferrying methods as follows:

a. Non-stop ferrying
b. Non-stop towing
c. Use of staging fields

5. a. The non-stop range of P-38's and P-39's with auxilliary fuel tanks leavesan ample margin of safety. (ranges of 2400 and 2800 miles compared to distances of 1750 to 2100 miles). The auxilliary fuel tanks for such ranges are droppable but are not leak proof. The present maximum

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range of P-40's (1250 miles) is insufficient to make a non-stop delivery on this route. P-40's represent, however, only about 15% of the pursuit aircraft to be delivered. If necessary, other types probably could be substituted for P-40's. Delivery by this method has the following advantages:

(1) Unnecessary to seize, improve, defend and supply staging fields in enemy (?) territory.

(2) Route not subject to ground attack.

(3) Exact course between terminals can be varied.

Disadvantages:

(1) 1800 to 2100 miles non-stop flight --- causes pilot fatigue.

(2) Aircraft may be subject to attack by enemy aircraft or anti-aircraft fire. Although aircraft ferried will be fully equipped with guns and ammunition, the attack may occur while still carrying extra fuel or when pilots are fatigued. (See Tab C for strength and disposition for enemy air forces).

(3) No staging fields available for emergency landings.

(4) Would require a mother ship to do the navigating.

Note: Some protection could be afforded by fire from the mother ship. The ferrying of bombers being delivered to this theater might be coordinated with pursuit delivery to provide additional escort protection. A pursuit squadron could be provided at the ~~points of take-off and landing~~ terminals of the ferry route for additional escort protection for short distances, but a Base Force at these two terminals. Although losses will probably occur from motor failure or from attack, they may not be as great as losses incurred from seizing and defending staging fields and in providing escort protection for ferrying operations out of staging fields.

b. The towing of P-39's and P-40's behind bombers appears practicable, (See Tab D for report of towing tests) but it is questionable if P-38's can be towed at this time.

Advantages:

(1) Unnecessary to seize, ---improve, defend and supply staging fields in enemy (?) territory.

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(2) Route not subject to ground attack.

(3) Exact course between terminals can be varied.

(4) Pursuit thus towed would not be hampered by extra gasoline and would be available for offensive action against hostile aircraft enroute. A system could be worked out whereby pursuit could make more than one hook-on to the tow ship enroute.

Disadvantages:

(1) Long flight may cause pilot fatigue.

(2) Requires coordination of bomber (tow ship) and pursuit delivery on a basis of one bomber for each pursuit.

c. If staging fields were used, their purpose would be to permit the ferrying of ~~pursuit~~ in condition to meet offensive air action and to eliminate pilot fatigue. In order for the pursuit to be in condition for offensive action at all times enroute, the distances between staging fields would have to be such as to permit pursuit to make the hop with only a small auxilliary gas load, making an allowance for ~~twenty-five~~ minutes of ~~cruise~~ full throttle between staging fields. This would require staging fields every 300 miles and would mean seven staging fields on this route between terminals.

Advantages:

(1) Staging fields available every 300 miles for forced landings.

(2) No pilot fatigue.

(3) Permits ferried aircraft to engage in combat under advantageous conditions.

(4) Permits stationing of ~~pursuit~~ fighters along the route to intercept enemy fighters.

(5) Requires no mother ship.

Disadvantages:

(1) Requires the ~~seizure~~ improvement of seven staging fields (~~see Tab~~ for location of fields).

(2) Requires defense of seven staging fields against possible enemy action, both on land and from the air. (See Tab for strength and disposition of enemy ground forces).

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(See Tab F for allied forces required to seize and defend staging fields).

(3) The difficulty of supplying the forces at the seven staging fields, especially with gasoline for pursuit being ferried over the route and for the aircraft stationing on the staging field for the defense thereof. (See Tab G for details of supply).

II. Conclusions.

1. It is feasible to fly pursuit aircraft non-stop from Accra or Kano, ~~north to the Mediterranean~~ to North Africa, by use of a mother ship for navigation. The losses enroute cannot be determined in advance. If they become too great, the decision could be reached at that time as to whether to abandon ferrying over this territory entirely or to seize and defend the necessary staging fields.

2. The towing of pursuit aircraft would provide some protection enroute but this method has not been sufficiently exploited to recommend it.

3. The seizure of staging fields and their defense and supply in the face of active opposition, which can be expected, is too costly in personnel, and material to warrant the operation.

4.

III. Recommendations.

It is recommended that:

1. Pursuit planes be ferried non-stop from Accra or Kano to the Mediterranean if it is found necessary to deliver planes over this route.

2. Further experiments on towing pursuit planes behind bombers be expedited for the purpose of perfecting this technique, including provision for a series of hook-ons and releases by the towed aircraft.

3. This paper be returned to Plans Division for necessary action in the event the plan to ferry pursuit over this route is approved.

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TOPIC B

Defense of the African Ferry Route from Fisherman's Lake to Fort Lamy, by means other than total occupation of Vichy French West Africa, can be divided into three plans.

(1) By providing an air force based at Bathurst, Freetown, Roberts Field, Takoradi, Accra, Lagos, Kano, Maiduguri and Fort Lamy, which is capable of destroying the Vichy Air Force. (See Tab A).

(a) While this can be accomplished with a predetermined air force it must be contingent on the probability that no Vichy-French air reinforcements will arrive from the North.

(b) It is possible that Gambia will be lost thru an attack by Vichy Ground Forces.

(c) Sea losses in the area will increase thru retaliation by Vichy submarine power now at Dakar

(2) By providing sufficient transport planes and airborne troops to occupy and hold the Vichy airdromes at Kankan, Bamako, Bobo Dioulasso, Kindia, Ouagadougou and Niamey, thereby forcing ~~the~~ Vichy bombers to use refueling points within range of our fighters and medium bombers.

(a) Due to the strength of Vichy ground forces, (~~See Tab~~ B) it is believed this will require a movement too large to be handled at this time. This action may also cause the loss of Gambia to Vichy ground forces as well as bring on attacks by Vichy submarines against shipping at Freetown, Takoradi and Lagos.

(3) By providing an air force and ground defense sufficient for the protection of our ferry route bases. (~~See Tab~~ C)

Conclusion:

Unless and air and ground force capable of taking and holding all of French West Africa is available, it is concluded that plan #3 above

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is the most logical at this time. In any event, British reponsibility for the protection of the ferry route in Africa, other than Liberia, should be clarified and a new agreement should be reached with Great Britain before any new plans are put into operation.

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

SECRET

File No. _____

Note -- A line will be drawn across sheet after each comment.

Tally No. AAF _____

SUBJECT: Operations in Africa.

NO.	FROM	TO	DATE	COMMENTS
1	General Arnold	General Anderson	1942 11/1	1. In connection with the attached cablegram, after conference with the Chief of Staff and General Handy, it would seem that we are off the track in the plan outlined. The creation of a line of supply is a Service of Supply matter and we should not expect or ask the combat theater to divert equipment or personnel for that purpose. The impetus is from the rear to the front and not the front to the rear. We shall have to supply the impetus - we cannot expect troops, of which there is a minimum number - for the particular job of creating a line of supply. 2. With the above in mind, it is desired that you talk this matter over with General Handy and determine just what the most satisfactory plan should be. Frankly, we cannot help but think that the airports in South Africa are very scantily held by natives and local police. The Germans will be so busy with their operations they will have no chance of sending down any reinforcements or units to drive out occupation forces. I don't feel that the French will want to take it upon themselves to do it either. 3. It looks to me as if we can employ troops that we have on the airline between Accra and Cairo and such troops as we can get our hands on from any source, perhaps local territorial, perhaps Free French, or any other source that we can think of without calling upon General Eisenhower to do our work for us. 4. Another phase of this particular problem is the desirability of having a route from Fort-Lamy to the north of Africa available at all stages of any movement which may be made from the West to the East. It is much simpler and easier under any and all circumstances to fly from Fort-Lamy direct up to Tunis than it is to fly from Freetown and Bathurst to Tunis by way of Casablanca and way stations. Quite obviously we should have weather stations and supply stations in Central Africa. H.H.A.

INCL:
Draft of cable to CG, European Theater of Op, London fm Gen. Marshall.

(Do not use reverse side) W-4071, AF - Rev. 8/14/41

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6 B-24D by 11/7

base = Accra
Kano
Bathurst

Flying of Accra – Tin Zouatene –
Kano, Tin Zouatene – Aoulef (Algeria)
Bathurst – Cabo Juby
by Dec 15 1942

Assuming new servicing base
Casablanca, Oran Tunis
photographic by 1/10/43
Maps will be 15 days behind photog

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Operations in Africa.

1 General Arnold / General Anderson 1942 11/1

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H.H.A.

INCL:
Draft of cable to CG, European Theater of Op, London frm Gen. Marshall.

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WAR DEPARTMENT—OFFICIAL BUSINESS

OUTGOING CLASSIFIED MESSAGE RKJr/ME

Office of origin HQ AAF, Brig. Gen. J. H. Doolittle Date October 30, 1942

Telephone 72445, Col. Kyle

Classification BY CABLEGRAM SECRET Precedence PRIORITY

To: COMMANDING GENERAL
EUROPEAN THEATER OF OPERATIONS
LONDON

~~FERRY OPERATIONS PERIOD TO CAPTURE COMMA TO STOCK WITH THE NECESSARY~~
SUPPLIES AND TO HOLD AN AIR BASE IN HOSTILE TERRITORY FOR STAGING
~~IS NOT CONSIDERED FEASIBLE UNTIL ACTIVE MILITARY OPPOSITION HAS~~
~~BEEN EFFECTIVELY REDUCED THEREFORE~~ PERIOD UNTIL THE OPERATION HAS PROGRESSED
TO A POINT WHERE ENEMY AIR AND GROUND RESISTENCE IN FRENCH MAURITANIA
HAS COLLAPSED COMMA IT IS DEEMED HIGHLY IMPRACTICABLE TO PLAN ON USING
ATAR AS FERRY STOP PAREN REFERENCE YOUR FOUR ONE THREE FIVE TO
EISENHOWER FOR DOOLITTLE FROM ARNOLD PAREN WHEN YOU CONSIDER
SITUATION WARRANTS COMMA IT STEPS SHOULD BE INITIATED BY YOU TO ESTABLISH
AND SUPPLY A PERMANENT INTERMEDIATE AIRDROME BETWEEN THE THEATER AND
THE GULF OF GUINEA AREA PERIOD THIS IS CONSIDERED A MILITARY OPERATION
WHICH MUST BE UNDERTAKEN BY THE THEATER PERIOD PRESENT PLAN CALLS FOR
SIXTY EIGHTH GROUP TO USE ACCRA AND KANO AS STAGING AREAS ABOUT DOG
PLUS TWO THENCE NONSTOP TO ORAN AFTER WORD RECEIVED AT ACCRA FROM
YOU THAT AIRDROMES ARE AVAILABLE PERIOD THE THREE TWENTIETH COMMA

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WAR DEPARTMENT—OFFICIAL BUSINESS

OUTGOING CLASSIFIED MESSAGE

SEVENTEENTH COMMA THREE TWENTY FIRST AND TWENTY SEVENTH WILL COME DIRECT NONSTOP TO THEATER FROM ACCRA KANO ROBERTS FREETOWN BATHURST OR MAIDUGURI DEPENDING UPON HOSTILE SITUATION AT THAT TIME PERIOD THE SEIZURE AND TEMPORARY UTILIZATION OF A WEAKLY DEFENDED FIELD FOR STAGING PURPOSES FOR A SINGLE OPERATION OFFERS REASONABLE CHANCE OF SUCCESS IN THE THINLY INHABITED AND WEAKLY DEFENDED INTERIOR AREAS OF CENTRAL WEST AFRICA PERIOD IT IS SUGGESTED THAT YOU CONSIDER PLANS TO EFFECT SUCH UTILIZATION OF INTERMEDIATE FIELDS BETWEEN THE STAGING FIELDS AND YOUR THEATER ALONG THE FOLLOWING GENERAL LINES COLON A BRACKET EMPLOY PARATROOPS COMMA AIRBORNE INFANTRY AND TRANSPORT AIRCRAFT COMMA SUPPORTED IF NECESSARY BY FIGHTER AIRCRAFT IN ADDITION TO THOSE WHICH ARE TO BE SERVICED COMMA TO SEIZE A SELECTED AIRPORT B BRACKET DISPATCH THE TRANSPORTS WITH REFUELING SUPPLIES TO ARRIVE JUST AFTER FIELD IS SEIZED C BRACKET NOTIFY FERRIED FIGHTER AIRCRAFT IN SUFFICIENT TIME WHICH AIRDROME IS TO BE SEIZED AND TIME THEY SHOULD ARRIVE D BRACKET AFTER FERRIED AIRCRAFT HAVE GASSED ALL AIRCRAFT AND PERSONNEL PROCEED TO THEATER AIRDROMES E BRACKET PRIOR TO THE TIME NEXT FERRIED UNIT OR

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Office of origin ... Date ...

Telephone ...

Classification ... Precedence ...

AIRCRAFT IS READY AT STAGING AREA COMMA SELECT ANOTHER AIRDROME BETWEEN STAGING AREA AND THEATER FOR SIMILAR OPERATION COMMA ITS LOCATION DEPENDING UPON HOSTILE AIR AND GROUND THREAT IN THAT AREA BUT NO REPEAT NO PERMANENT BASE SHOULD BE ESTABLISHED UNTIL HOSTILE SITUATION PERMITS

MARSHALL

Coordination:

A-3	A-4	Gen. Anderson	Genl. Hanley	OPD

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REUDEN KYLE, Jr., Col. A.C.

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WAR DEPARTMENT—OFFICIAL BUSINESS

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September 1, 1942

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OUTGOING CLASSIFIED MESSAGE

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Telephone _____

Classification _____ Precedence _____

To: _____

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WAR DEPARTMENT—OFFICIAL BUSINESS

OUTGOING CLASSIFIED MESSAGE

Office of origin

Date

Telephone

Classification

Precedence

To:

AIRCRAFT IS READY AT STAGING AREA COMMA SELECT ANOTHER AIRDROME BETWEEN STAGING AREA AND THEATER FOR SIMILAR OPERATION COMMA ITS LOCATION DEPENDING UPON HOSTILE AIR AND GROUND THREAT IN THAT AREA BUT NO REPEAT NO PERMANENT BASE SHOULD BE ESTABLISHED UNTIL HOSTILE SITUATION PERMITS

MARSHALL

Coordination:

A-3	A-4	Gen. Anderson	Genl. Hanley	OPD

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MEMORANDUM FOR GENERAL ARNOLD:

Subject: A. The Feasibility of Ferrying Fighter Aircraft from the Gold Coast to North Africa and B Security Measures Necessary to Protect the Route.

I. Discussion

1. Present arrangements are for the Special Task Force to take with it or to have available in the United Kingdom sufficient fighter type aircraft to provide the attrition replacements for the first two months of operation. This study is concerned with the feasibility of ferrying these Fighter type aircraft from the Gold Coast to North Africa to provide the attrition fighters for the third and subsequent months of Task Force operations.

2. Approximately 125 to 130 must be delivered each month consisting of 45 to 50 P-38 type, 65 P-39's and 15 P-40's.

3. The distance from Kano to X is approximately 1800 miles and to Y approximately 1725 miles. The distance from Accra to X is approximately 2025 miles and to Y, 2100 miles.

4. There are three possible methods of ferrying: non-stop flight, non-stop towing, or by the use of one or more staging fields.

a. By the use of auxiliary gas tanks, P-38's and P-39's are given ranges of 2800 to 3000 miles and can make the flight non-stop in from 9 to 10 and one half hours from Kano and in from 10 to 12 hours from Accra. There are approximately 11 hours of daylight on this route in January. The present maximum range of P-40's (1250 miles) precludes its non-stop ferrying. As only 15 P-40's are scheduled per month, P-39's could be substituted or the P-40's could be sent by boat to X or Y.

b. Although a P-39 has been towed 1950 miles behind a bomber, this method has not been sufficiently developed to recommend its use.

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c. The use of staging fields would provide several advantages over non-stop ferrying, chief of which being that it would permit fighters to fight off air attacks en route. To do this however would require staging fields every 300 miles or a total of seven. This would require too much personnel and too many transports (for troops and gasoline) to make it practical. It is feasible to seize one staging field by paratroops and airborne infantry and re-fuel fighters defending the field for the time required to refuel and then moving out. The almost negligible advantages to be gained by this procedure are far outweighed by the disadvantages.

5. a. The ferrying of fighters from the Gold Coast to North Africa is dependent upon the security of Takoradi as a port for unloading and Accra as an assembly point. Although fighters could be secured direct from Accra to X or Y, the non-stop flight would be shortened 200 to 400 miles by utilizing Kano for final take-off.

b. Because of the added value of Lagos and Kano as part of this route and as they are key fields in the present route to the Middle East, careful consideration should be given to the advisability of properly securing them.

c. Roberts Field, Liberia, although not a part of the proposed fighter route, is expected to be used by bombers flying from Natal.

6. Other than an all-out offensive against French West Africa, there are three methods of providing security for these bases. One method is to eliminate the Vichy Air Force as a threat by destroying it on the ground and in the air. Another is to immobilize the Vichy Air Force by interdicting its lines of communication (seizing key airdromes, railroads, and roads), and the third method is not to start an offensive but to provide sufficient air and ground defenses for our bases to protect them in the event they are attacked. Any of these plans must take into consideration that the responsibility for the defense of Allied bases in this area, except for Liberia, now rests with the British and that Bathurst and Freetown are of such strategic importance to the British as to warrant their defense.

a. The elimination of the threat of the Vichy Air Force in West Africa by its destruction on the ground and in the air can probably be accomplished by the employment of an adequate air force. Such a force should consist of:

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French retaliation for such a move would probably result in the loss of Gambia by ground action and an increase in our shipping losses in that area by submarine attacks.

b. The Vichy Air Force in West Africa could be virtually immobilized by interdicting its lines of communication. This could be done by seizing certain airdromes, railroads, and highways at certain key points by use of an Air Force augmented by troop carrier units and airborne infantry. This would probably require a force of the following size:

c. Without taking the initiative in the attack until forced to do so, air and ground defenses could be provided for our bases. Such a force would consist of:

NOTE: For more detailed discussion, see Inclosure #2.

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II. Conclusions

1. It is feasible to fly P-38's and P-39's from Kano or Accra to North Africa non-stop by the use of a mother ship.

2. Towing fighters over this route is impractical at the present time.

3. The many advantages to using a series of 7 staging fields cannot justify the employment of the requisite number of transports and airborne troops. The few advantages of using one staging field are far outweighed by the disadvantages of loss of daylight hours in refuelling, subjecting troops, transports and fighters to air attack while on the ground, and diverting the necessary transports from other operations.

4. P-39's could be substituted for P-40's (15 per month) which do not have the range for a non-stop flight or P-40's could be shipped direct to X or Y by boat.

5. All fighters delivered over this route should be flown by combat crews as long as there is likelihood of being attacked en route.

6. Some losses should be expected from motor failure, enemy air attacks and weather on a non-stop flight but they would probably not be as great as losses would be in event one or more staging fields were used.

7. The greatest weather hazards to be encountered would be sand storms over the desert and fogs on the north coast. Reasonably accurate weather information could be had from bomber flights prior to take-off of fighters.

NOTE: For more details on Conclusions see Inclosure #1.

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8. The bases at Takoradi and Accra must be secured and the bases at Lagos and Kano should be secured in order to deliver fighter type aircraft from the Gold Coast to North Africa.

9. It would be advisable from the standpoint of all ferrying operations and our obligation to the Liberian Government to secure Roberts Field. It is believed that the ground and air forces already allocated for its defense should be considered adequate.

10. Due to the inability to determine the Vichy French reaction to this and other contemplated operations and due to the size of the forces required, it is considered inadvisable to attempt the wholesale destruction of the Vichy Air Force or to attempt its immobilization by interdicting its lines of communication. If the provision of adequate defenses for these bases was solely for the security of the ferry route to the Middle East, it is believed that the diversion of the necessary forces from active theaters would not be justified, particularly in view of the ability to deliver aircraft over a more southern route. If it is decided, however, that it is expedient to deliver aircraft from the Gold Coast to North Africa, then these bases must be secured.

NOTE: For more details on Conclusions, see Inclosure #2.

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III. Recommendations

It is recommended that:

1. P-38's and P-39's be ferried non-stop from Kano to North Africa if it is found expedient to deliver fighters over this route.

2. P-40's be delivered by boat to North Africa.

3. Long range operational flights ~~be made~~ with P-38's and P-39's to improve technique.

4. Experiments with long range tanks for P-40's be expedited.

5. Sufficient long range tanks for the contemplated operations be made available.

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6. The British be requested to provide adequate air and ground defenses for Takoradi, Accra, Lagos and Kano in the following strengths:

7. If the British are unable to provide the recommended security forces, arrangements be made for these forces to be provided by the United States if ferrying operations are to be conducted from this area to North Africa.

8. The defense forces allocated to Liberia be dispatched in sufficient time to permit them to be in operational condition prior to the time set for any attack against the Vichy French.

9. If this plan is approved in whole or in part, it should be returned to the Plans Division, Air Staff for necessary action.

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ADDRESS REPLY TO
HEADQUARTERS OF THE ARMY AIR FORCES
WAR DEPARTMENT
WASHINGTON, D. C.

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

MEMORANDUM FOR GENERAL ARNOLD:

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2. Approximately 125 to 130 must be delivered each month consisting of 45 to 50 P-38 type, 65 P-39's and 15 P-40's.

3. The distance from Kano to X is approximately 1800 miles and to Y approximately 1725 miles. The distance from Accra to X is approximately 2025 miles and to Y, 2100 miles.

4. There are three possible methods of ferrying: non-stop flight, non-stop towing, or by the use of one or more staging fields.

a. By the use of auxiliary gas tanks, P-38's and P-39's are given ranges of 2800 to 3000 miles and can make the flight non-stop in from 9 to 10 and one half hours from Kano and in from 10 to 12 hours from [illegible]. There are approximately 11 hours of daylight on this route in January. The present maximum range of P-40's (1050 miles) precludes its non-stop ferrying. As only 15 P-40's are scheduled per month, P-39's could be substituted or the P-40's could be sent by boat to X or Y.

b. Although a P-39 has been towed 1950 miles behind a bomber, this method has not been sufficiently developed to recommend its use.

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c. The use of staging fields would provide [redacted] advantages over non-stop ferrying, chief of which being that it would permit fighters to fight off air attacks en route. To do this however would require staging fields every 300 miles or a total of seven. This would require too much personnel and too many transports (for troops and gasoline) to make it practical. It is feasible to seize one staging field by paratroops and airborne infantry and re-fuel fighters, defending the field for the time required to refuel and then moving out. The advantages to be gained are far outweighed by the disadvantages.

NOTE: For more detailed discussion, see Inclosure #1

II. Conclusions

1. It is feasible to fly P-38's and P-39's from Kano or Accra to North Africa non-stop by the use of a mother ship.

2. Towing fighters over this route is impractical at the present time.

3. The [redacted] advantages to using a series of 7 staging fields cannot justify the employment of the requisite number of transports and airborne troops. The [redacted] advantages of using one staging field are far outweighed by the disadvantages of loss of daylight hours in refuelling, subjecting troops, transports and fighters to air attack while on the ground, and diverting the necessary transports from other operations.

4. P-39's could be substituted for P-40's (15 per month) which do not have the range for a non-stop flight or P-40's could be shipped direct to X or Y by boat.

5. All fighters delivered over this route should be flown by combat crews as long as there is likelihood of being attacked en route.

6. Some losses should be expected from motor failure, enemy air attacks and weather on a non-stop flight but they would probably not be as great as losses would be in event one or more staging fields were used.

7. The greatest weather hazards to be encountered would be sand storms over the desert and fogs on the north coast. Reasonably accurate weather information could be had from bomber flights prior to take-off of fighters.

NOTE: For more details on Conclusions see Inclosure #1.

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III. Recommendations

It is recommended that:

1. P-38's and P-39's be ferried non-stop from Kano to North Africa if it is found expedient to deliver fighters over this route.

2. P-40's be delivered by boat to North Africa.

3. Long range operational flights be made with P-38's and P-39's to improve technique.

4. Experiments with long range tanks for P-40's be expedited.

5. Sufficient long range tanks for the contemplated operations be made available.

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c. The use of staging fields would provide several advantages over non-stop ferrying, chief of which being that it would permit fighters to fight off air attacks en route. To do this however would require staging fields every 300 miles or a total of seven. This would require too much personnel and too many transports (for troops and gasoline) to make it practical. It is feasible to seize one staging field by paratroops and airborne infantry and re-fuel fighters defending the field for the time required to refuel and then moving out. The almost negligible advantages to be gained by this procedure are far outweighed by the disadvantages.

5. a. The ferrying of fighters from the Gold Coast to North Africa is dependent upon the security of Takoradi as a port for unloading and Accra as an assembly point. Although fighters could be secured direct from Accra to X or Y, the non-stop flight would be shortened 200 to 400 miles by utilizing Kano for final take-off.

b. Because of the added value of Lagos and Kano as part of this route and as they are key fields in the present route to the Middle East, careful consideration should be given to the advisability of properly securing them.

c. Roberts Field, Liberia, although not a part of the proposed fighter route, is expected to be used by bombers flying from Natal.

6. Other than an all-out offensive against French West Africa, there are three methods of providing security for these bases. One method is to eliminate the Vichy Air Force as a threat by destroying it on the ground and in the air. Another is to immobilize the Vichy Air Force by interdicting its lines of communication (seizing key airdromes, railroads, and roads), and the third method is not to start an offensive but to provide sufficient air and ground defenses for our bases to protect them in the event they are attacked. Any of these plans must take into consideration that the responsibility for the defense of Allied bases in this area, except for Liberia, now rests with the British and that Bathurst and Freetown are of such strategic importance to the British as to warrant their defense.

a. The elimination of the threat of the Vichy Air Force in West Africa by its destruction on the ground and in the air can probably be accomplished by the employment of an adequate air force. Such a force should consist of:

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French retaliation for such a move would probably result in the loss of Gambia by ground action and an increase in our shipping losses in that area by submarine attacks.

b. The Vichy Air Force in West Africa could be virtually immobilized by interdicting its lines of communication. This could be done by seizing certain airdromes, railroads, and highways at certain key points by use of an Air Force augmented by troop carrier units and airborne infantry. This would probably require a force of the following size:

c. Without taking the initiative in the attack until forced to do so, air and ground defenses could be provided for our bases. Such a force would consist of:

NOTE: For more detailed discussion, see Inclosure #2.

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8. The bases at Takoradi and Accra must be secured and the bases at Lagos and Kano should be secured in order to deliver fighter type aircraft from the Gold Coast to North Africa.

9. It would be advisable from the standpoint of all ferrying operations and our obligation to the Liberian Government to secure Roberts Field. It is believed that the ground and air forces already allocated for its defense should be considered adequate.

10. Due to the inability to determine the Vichy French reaction to this and other contemplated operations and due to the size of the forces required, it is considered inadvisable to attempt the wholesale destruction of the Vichy Air Force or to attempt its immobilization by interdicting its lines of communication. If the provision of adequate defenses for these bases was solely for the security of the ferry route to the Middle East, it is believed that the diversion of the necessary forces from active theaters would not be justified, particularly in view of the ability to deliver aircraft over a more southern route. If it is decided, however, that it is expedient to deliver aircraft from the Gold Coast to North Africa, then these bases must be secured.

NOTE: For more details on Conclusions, see Inclosure #2.

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III. Recommendations

It is recommended that:

1. P-38's and P-39's be ferried, non-stop, from Kano to North Africa, if it is found necessary to deliver fighters over this route.

2. P-40's be delivered by boat direct to North Africa.

3. Additional operational tests be expedited on long range ferrying of P-38's and P-39's and P-40's.

4. The P-38's and P-39's allocated to this task force be equipped with the necessary long range tanks.

5. Experiments with long range tanks for P-40's be expedited.

6. This paper be returned to Plans Division for necessary action in the event the plan to ferry fighters over this route is approved.

O. A. Anderson,
Brigadier General, U.S.A.
Assistant Chief of th Air Staff, Plans

Incl:
Tabs A thru G.

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6. The British be requested to provide adequate air and ground defenses for Takoradi, Accra, Lagos and Kano in the following strengths:

7. If the British are unable to provide the recommended security forces, arrangements be made for these forces to be provided by the United States if ferrying operations are to be conducted from this area to North Africa.

8. The defense forces allocated to Liberia be dispatched in sufficient time to permit them to be in operational condition prior to the time set for any attack against the Vichy French.

9. If this plan is approved in whole or in part, it should be returned to the Plans Division, Air Staff for necessary action.

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Ferry Plan - A.

To establish 2 semi-permanent staging fields between Kano and X or Y.

1. Purpose: To furnish intermediate landing fields for all aircraft, particularly fighter type.

2. Location: Field No. 1 to be established approximately 600-700 miles north of Kano. Field No. 2 to be established approximately 600-700 miles south of destination.

3. Number of fighter type planes to be ferried: Approximately 130 per month (50 P-38's, 65 P-39's, 15 P-40's)

4. Plan of Operation:

a. To seize and operate Field No. 1 out of Kano and Field No. 2 out of X or Y.

b. For the seizure of each field, 2 companies of Para troops (254 men) are dropped at dawn followed later by the landing of 2 companies of Airborne Infantry (254 men) and 1 Platoon of A.A. (4-37 mm., 4-50 cal., 52 men), Communications Detachments, Weather Detachment and Radar Unit. These to be followed by one Observation Squadron (less Liaison Flight).

5. Transport Requirements:

Initial phase at each field

Personnel and cargo to be moved	310,606 lbs.
Personnel and cargo capacity (C-47 type)	4,000 lbs.
Transports required (C-47 type)	78

Delivery of supplies to Defense Force at each Staging Field

Cargo to be delivered (monthly)	1,100,145 lbs.
Time required per round trip (1350 mi. @150 m.p.h.)	9 hrs.
Average flying time per transport per month	150 hrs.
Trips per month per plane (150 ÷ 9)	16 trips.
Cargo per plane per month (16 x 4000)	64000 lbs.
Transports (C-47 type) required to deliver 1,100,145 lbs (1,100,145 ÷ 64000)	18

A

Delivery of gas and oil for 150 Fighter Type at each Staging Field.

P-38	50 x 300 gal.	=	15,000 gals.
P-39	65 x 175 gal.	=	11,375 gals.
P-40	15 x 175 gal.	=	2,625 gals.
	Total monthly gasoline -		28,995 gallons

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TAB A.

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@ 7 lbs. per gal (incl container)	302965	lbs.
oil (3%)	6960	gals.
@ 8 lbs per gal (incl container)	6960	lbs.
Monthly	209925	lbs.

Cargo per plane per month	64000 lbs.
Transports required to deliver 209,925 lbs. (209,925 ÷ 64,000)	4
Rescue Airplane (C-47 type) for each staging field	1

TAB A.

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Ferry Plan - B.

To seize 2 Staging Fields between Kano and X or Y, to be operated on a temporary basis for one or two days. One month's attrition of fighters (approximately 130) to be ferried through during this period.

1. Location:

Field No.1 to be 600 - 700 miles north of Kano
Field No. 2 to be approximately 600 - 700 miles south of destination.

2. Number of planes to be ferried - approximately 130 per month (50--P-38's, 65--P-39's, 15--P-40's).

3. Plan of Operation:

a. To seize and operate Field No. 1 from Kano and Field No. 2 from X or Y.

b. For the seizure of each field, 2 companies of Paratroops (254 men) are dropped at dawn. Service Crews, Communication Detachment and Medical Detachment are landed by transport shortly after Seizure.

4. Transport Requirements:

Initial Phase at each field

Personnel	
(254 Paratroops, 75 Service Men, 7 Communication Det., 5 Medical Det.)	30
Equipment	1
Gas and oil for 130 fighters	53
C-47 type transports required -	74

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TAB B.

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ADDRESS REPLY TO
HEADQUARTERS OF THE ARMY AIR FORCES
WAR DEPARTMENT
WASHINGTON, D. C.

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

MEMORANDUM FOR GENERAL ARNOLD:

Subject: Delivery of Aircraft to North Africa.

I. Discussion.

1. Aircraft involved:

a. Delivery of initial equipment of five groups, approximately 271 airplanes, B-25, B-26 and A-20's.

b. Delivery attrition airplanes for twenty-five groups amounting to approximately 300 airplanes per month, of which 185 or 130 a month are fighter type aircraft (P-38, P-39 and P-40's).

2. Possible routes:

a. There are three major possible routes for fighter type aircraft as follows:

(1) Direct from United States to the theater.
(2) From United States to the theater via United Kingdom.
(3) From United States to the bases on the Gulf of Guinea and thence to theater.

b. The best route, contingent upon availability of shipping and freedom from sinkings is direct to the theater. The next best, contingent upon the same factors, is to the theater via United Kingdom. It is understood that the Theater Commander is now planning for all attrition fighter aircraft to be delivered direct to the theater or via United Kingdom.

c. Arrangements have been made for the initial equipment of five groups (B-25, B-26 and A-20's) to be flown to the Gold Coast for flight delivery to the theater.

3. Delivery of aircraft via the bases on the Gulf of Guinea is discussed in detail in the attached inclosure #1.

4. The matter of supplying the North African theater from bases

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on the Gulf of Guinea is not a normal procedure as the impetus of supply is normally from the rear to the front. In supplying North Africa from the Gulf of Guinea bases, we are originating the supply line in our zone of the interior; creating a second front and passing supplies through this second front thence through enemy territory through the primary front, thence to its rear.

5. The success of any ferry route through, over or around the coast of Vichy French territory in Africa and the forces required to seize, defend and operate such a route are entirely contingent upon the attitude of the Vichy French in the areas involved.

6. If the Vichy French seek retaliation for any attack on French North Africa, it will probably take the form of:

a. Attacks on the bases at Bathurst, Freetown, Roberts Field, Takoradi, Accra, Lagos, Kano, Maiduguri or Ft. Lamy.

b. Submarine attacks on allied shipping in the south Atlantic by the French submarines stationed in the Dakar area and by Axis submarines which the French would permit to use their bases along the Gulf of Guinea.

7. a. If ferrying operations in West Africa are to be opposed by the Vichy French, there are four courses of action open to us:

(1) To make a major invasion of French West Africa, or
(2) To destroy the Vichy French Air Force on the ground and in the air, or
(3) To interdict the lines of communications of the Vichy French air forces by seizing some of their operational airdromes to deny them strategic air mobility, or
(4) To provide the necessary local security for the Gulf of Guinea ferry bases and any other airdromes to be used by us in staging.

b. All of the first three methods require major forces which are not available, and present a major shipping and supply problem. The only method which we are capable of using at this time is to provide local air and ground defenses for our bases and staging fields. The first three methods constitute a violation of French West Africa. The fourth method does not violate French West Africa except by flying over or around its territory until such time as staging fields are established therein. The proposed staging field at T.Z. is on the Algeria - Sudan border and may not be considered as French West African territory.

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II. Recommendations.

It is recommended that:

1. Aircraft be delivered direct to the theater or via the United Kingdom as long as such is practical.

2. The original equipment for the five groups now headed for bases on the Gulf of Guinea be flown to the theater via Ascension, and the best route available at the time.

3. In anticipation of retaliatory measures on the part of Vichy France for the invasion of North Africa, provisions be made immediately for an adequate defense, both air and ground, of the Middle East ferry route from Roberts Field to Fort Lamy inclusive, and for the seizure, defense, and operation of one or more staging fields within Vichy French territory as follows:

a. Ship to Roberts Field the air and ground forces already allocated to its defense.

b. Request the British in their sphere of responsibility to provide adequate air and ground defenses for Takoradi, Accra, Lagos, Kano and Maiduguri.

c. If the British are unable to do this, then request the British to provide the ground defenses for these bases and secure authority for the United States to augment the present air defenses by providing:

Takoradi - 1 Composite Sq. (2 Flights Fighter)
(1 Flight Medium Bomber)
1 Btry. C.A.A.A. 37 mm.
2 Btry. A.A. .50 cal.

Accra - 1 Composite Sq. (2 Flights Fighter)
(1 Flight Medium Bomber)
1 Btry. C.A.A.A. (3 in.)
1 Btry. C.A.A.A. (37 mm)
1 Btry. A.A. .50 cal.

Lagos - 1 Composite Sq. (2 Flights Fighter)
(1 Flight Medium Bomber)
1 Btry. C.A.A.A. (3 in.)
1 Btry. C.A.A.A. (37 mm)
2 Btry. A.A. .50 cal.

Kano - 1 Composite Sq. (2 Flights Fighter)
(1 Flight Medium Bomber)
1 Btry. C.A.A.A. (3 in.)

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Kano (cont'd) - 1 Btry. C.A.A.A. (37 mm)
1 Btry. A.A. .50 cal.
1 Radar Unit

Note: Part of this force will escort transports to staging field.

Maiduguri - 1 Btry. C.A.A.A. (37 mm)
1 Btry. A.A. .50 cal.

Ft. Lamy - 1 Btry. C.A.A.A. (3 in.)
1 Btry. C.A.A.A. (37 mm)
1 Btry. A.A. .50 cal.

d. Prepare for movement to North Africa and to the Gulf of Guinea, the forces necessary to seize, defend and supply the two staging fields consisting of the following for each field:

2 Companies of Paratroops
2 Companies of Airborne Infantry
1 Pl C.A.A.A. (4-37 mm., 4-.50 cal.)
1 Observation Sq. (less C Flight)
(A Flight 6 A-20's, B Flight 6 P-40's)
Medical Detachment
Communications Detachment
Weather Detachment
Radar Unit

e. Arrange for 73 transports (C-47 type) to be available for each staging field between Kano and North Africa when it is necessary to seize such staging fields. The planes to be used for a period of one or two days and then to be made available on two days notice to withdraw the forces from the staging fields if necessary.

f. Arrange for 22 transports (C-47 type) to be assigned to each staging field between Kano and North Africa for daily use in supplying such staging fields.

g. Arrange for adequate gasoline, oil, spare parts, housing and messing facilities for the bases to be used.

h. Institute immediately a photographic mapping project of the contemplated routes.

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4. Aircraft to be ferried to Tunis from the Gulf of Guinea using Kano rather than Fort Lamy as a base because of the present difficulty of supplying Fort Lamy due to the lack of transportation facilities; and before inaugurating the Kano-Tunis route, careful consideration be given to the threat of Axis air installations in proximity to this route which at present indicate the necessity of flying a route over a more westerly area or of removing this Axis threat.

Incls:
Incl. No. 1 with Tabs A & B.
Incl. No. 2 - Map.
Incl. No. 3 - Summary of Weather Conditions, North Africa w/attachments.

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If after D day, the Vichy French should agree to our operating a ferry route with staging fields in Vichy French territory, the best route would be through Dakar, Ater and Tindouf, especially during the dry season.

If staging fields must be established against Vichy French opposition, a route further to the east would be easier to establish and maintain.

A plan to establish two staging fields between Kano and X or Y, to be held from 30, 60, 90 days or longer is attached as Tab A.

The establishment of each of these fields would require the use of approximately 78 C-47 type transports. To supply each of these fields would require the use of approximately 22 C-47 type transports daily. One additional transport should be on call at each end of the route to perform rescue missions in case of forced landings between staging fields.

It is beyond practical logistical capabilities to supply fields located more than 750 miles from the operating base. Fields beyond this range would have to be seized, defended and supplied from some other operational base. As the P-38 and P-39's are capable of making the flight nonstop, the loss of one of these fields would not necessitate cessation of ferrying operations.

In order to avoid the necessity of maintaining a continuous supply to two staging fields, there is attached hereto as Tab B, a plan for seizing two such fields to be operated on a temporary basis for one or two consecutive days with only light defenses. This plan would entail the ferrying of a whole month's attrition of fighters (130 planes) through in that period. Each field would require approximately 74 C-47 type transports to deliver the personnel, equipment, gasoline and oil. To this should be added one transport for rescue purposes at each end of the route or 75 transports to serve each field. This plan has the advantage of not requiring continuous supply indefinitely by air but has all the disadvantages of forcing such a tremendous flow of aircraft through in a short time and also presents the enemy with an opportunity to destroy 130 fighters at one or two fields and 75 transports at each of two fields subject to the enemies ability to utilize his air power.

As an aid to navigation, a photographic mapping project of the routes should be inaugerated at the earliest practical date.

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Delivery of Aircraft to North Africa from Bases on the Gulf of Guinea.

1. At this time it is impossible to predict the reaction of the Vichy French to an invasion of North Africa as it would affect the operation of the present ferry route to the Middle East, or an extension of such a route over, through, or around the ~~sea~~ coast, of French West Africa.

2. If French West Africa does not retaliate by an attack on British and American bases, south of them, by the time it becomes necessary to ferry the first aircraft from the Gulf of Guinea to North Africa, then, due to the fact that French West Africa and French North Africa are two separate political units, it would appear advisable to ferry the first airplanes that must be flown from the Gulf of Guinea area to North Africa by way of Ascension, Roberts Field, ~~Bathurst and along the coast to north Africa~~. In this way, French West Africa will not be violated by flying over it or by establishing bases therein. The distances from Ascension to Roberts Field is 930 miles, to Bathurst, 700 to X, 1750, totaling 3380 miles. This means a nonstop flight from Bathurst to X of 1750 miles with no intermediate weather reports.

3. If the use of Bathurst is denied by the Vichy French then the route for bombers would be Ascension to Accra, 1990 miles, to X 2025 miles, or a total of 3305. If fighter type aircraft were delivered over this route they could either be flown or shipped to Accra. From Accra, the route would be via Kano in order to shorten the nonstop leg of the journey. The distance from Kano to X is 1800 miles, from Kano to Y is 1725 miles.

4. With auxiliary fuel tanks, P-38's and P-39's can fly 3000 miles. The present maximum range of P-40's (1250 miles) precludes the ferrying of P-40's nonstop. There are, however, only 18 P-40's per month scheduled for delivery. This small number could be shipped direct into North Africa by boat or P-39's could be substituted as necessary.

5. The 1750 - 1800 miles nonstop flight from Kano to X or Y has the advantage of not violating Vichy French territory by establishing staging fields therein, but violates it only to the extent of flying over it. Fighter type aircraft would have to be escorted by a mother ship on such a flight and could not fly for any extended period on instruments. The liklihood of air attack enroute, is not great except near the Northern terminal, where if necessary, protection could be afforded by escort.

6. In order to provide emergency fields in the event of bad weather encountered enroute or motor trouble, fields will have to be seized, defended and supplied by air. The force required to do this is dependent upon the attitude of the Vichy French and cannot be determined until after D day.

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Inclosure No.1

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If after D day, the Vichy French should agree to our operating a ferry route with staging fields in Vichy French territory, the best route would be through Dakar, Ater and Tindouf, especially during the dry season.

If staging fields must be established against Vichy French opposition, a route further to the east would be easier to establish and maintain.

A plan to establish two staging fields between Kano and X or Y, to be held from 30, 60, 90 days or longer is attached as Tab A.

The establishment of each of these fields would require the use of approximately 75 C-47 type transports. To supply each of these fields would require the use of approximately 25 C-47 type transports daily. One additional transport should be on call at each end of the route to perform rescue missions in case of forced landings between staging fields.

It is beyond practical logistical capabilities to supply fields located more than 750 miles from the operating base. Fields beyond this range would have to be seized, defended and supplied from some other operational base. As the P-38 and P-39's are capable of making the flight nonstop, the loss of one of these fields would not necessitate cessation of ferrying operations.

In order to avoid the necessity of maintaining a continuous supply to two staging fields, there is attached hereto as Tab B, a plan for seizing two such fields to be operated on a temporary basis for one or two consecutive days with only light defenses. This plan would entail the ferrying of a whole month's attrition of fighters (130 planes) through in that period. Each field would require approximately 74 C-47 type transports to deliver the personnel, equipment, gasoline and oil. To this should be added one transport for rescue purposes at each end of the route or 76 transports to serve each field. This plan has the advantage of not requiring continuous supply indefinitely by air but has all the disadvantages of forcing such a tremendous flow of aircraft through in a short time and also presents the enemy with an opportunity to destroy 130 fighters at one or two fields and 75 transports at each of two fields subject to the enemies ability to utilize his air power.

As an aid to navigation, a photographic mapping project of the routes should be inaugurated at the earliest practical date.

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a. Office of the Commanding General, Army Air Forces:

Lieutenant General H. H. Arnold*
Miss Edna M. Adkins

(1) Advisory Council:

Colonel C. P. Cabell *
Lt. Colonel J. R. Smart *
Captain Wm. A. McRae, Jr.
Miss Lucille C. Stafford
Miss Christine Cook

b. Office of the Chief of the Air Staff and Deputy Chief of the Air Staff:

Major General George E. Stratemeyer *
Brigadier General L. S. Kuter*
Miss Mona E. Cox
Mrs. Catherine W. Clarke
Miss Nettie Dowtin
Mrs Phyllis F. Parkman
Miss Norma Lispi
Miss F. J. Welza

c. Office of the Secretary of the Air Staff:

Colonel H. C. H. Wiesaley *
Colonel W. R. Ball
Major W. J. Flaring
Major L. P. Streeter
Captain R. W. Harper
Captain H. G. Brewer
Miss Ida Mabie
Miss Helen Koniuk
Miss Jeanne Thompson
Mrs. Adele Fisher

d. Office of the Assistant Chief of the Air Staff, A-1:

Colonel F. Trubee Davison *
Colonel John H. McCormick *

e. Office of the Assistant Chief of the Air Staff, A-2:

Colonel Edgar P. Sorensen*
Miss Beverly J. Ellsworth
Col. W. Ball

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(1) Current Intelligence Section:

Lt. Colonel R. C. Hunter
Major [illegible]. H. Alexander
Major R. S. Wildman
Major W. P. Dixon
Major J. W. [illegible]. Foster
Major DeWitt [illegible]. Sage
Captain H. V. Williams, Jr.
Miss Marie L. Barfield
S/Sgt. J. [illegible]. O'Brien

(2) Cartographic Section:

Major [illegible]. J. Smith
Captain [illegible]. Sealfon
1st Lt. J. R. Dahlstrom
1st Lt. R. [illegible]. Loney
1st Lt. T. J. Starworth

(3) Director of Intelligence Service:

Colonel Arthur W. Brock *

(a) Operational Intelligence, Target Information:

Major R. C. Lowe *
Captain D. J. Scholten *
Captain D. R. Cascoyne
Lt. Colonel Malcolm Moss
Lt. J. B. Osborne
Stewart Chapin
William Young
Herbert Scholne
Henry Poor
Miss E. B. Day

f. Office of the Assistant Chief of the Air Staff, A-3:

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Major William R. Burt *
Major J. J. O'Shea
Major A. B. Ogden
Col. R. A. Grussendorf

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Miss Virgie Riley
Miss Elizabeth King

g. Office of the Assistant Chief of the Air Staff, A-4:

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Major L. D. Moreland
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Miss Catherine Haynes.

h. Office of the Assistant Chief of the Air Staff, Plans:

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Lt. Colonel Joseph Malverson
Brigadier General James H. Doolittle *
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Miss Mary A. Hughes
Captain Joseph T. Kenny
Miss Regina T. Sullivan
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Miss Gladys Yocum
Miss Helen Amundson
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Colonel Glenn O. Marcus
Lt. Colonel Wm. F. McKee
Lt. Colonel Dream C. Patrick
Colonel Francis H. Griswold
Lt. Colonel Homer . Boushey .
Miss Sarah Jane Poole
May Post - Col. Maude

(b) Director of Bombardment:

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Colonel F. L. Anderson, Jr. *
Major P. . Emrick
1st Lt. Edward J. Ryan
Captain Walter D. Goss
Miss Augusta Burff

(c) Director of Ground-Air Support:

Colonel D. M. Schlatter *
Colonel Archibald . Kelley *
Colonel Dumpter Smith
Mrs. Pauline Goos

(d) Director of Base Services:

Colonel Lowell P. Whitten *
Brigadier General S. C. Godfrey *
Colonel John Colonna
Lt. Colonel Thomas J. Lane
Major W. J. Woodbury
Major W. I. Davis, C.E. Ft. Belvoir, Va.
Miss L. B. Tatum

Ordnance:

Colonel . A. Lynn *
Lt. Colonel W. . Davis*
Captain C. C. Lewis
Miss C. V. Supples .

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(e) Director of War Organization and Movement:

Brigadier General Rome Peabody *
Colonel C. A. Horn
Colonel H. C. Benton
Colonel J. H. Atkinson
Miss R. M. Ryan

J. Third Ground Air Support:

Colonel H. Beam *
Colonel Gay
Colonel Monahan
Lt. Colonel E. D. Marshall *
Lt. Colonel C. A. Young *
Lt. Colonel [illegible]. B. Ogden
Lt. Colonel W. C. Gordon *
Major S. G. Dier
Major G. McDowell
Major Courtney, J. H.
Major D. Madam
Captain C. Scallin
1st Lt. W. H. Brown
1st Lt. D. Kennedy
Miss Virginia Hill
Miss Juanita Hollihan

K. Air Service Command:

Major General H. J. Miller *
Brigadier General Lester T. Miller * (Wright Field)
Colonel J. H. Hicks * " "
Colonel James Spry * " "
Colonel John Gordon * " "
Colonel J. B. Givens * " "
Mr. Vic Myers * " "
Colonel Robert L. Easton *
Brigadier General Clements McMullen
Lt. Col. Robt. Toland

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l. Air Transport Command:

Brigadier General H. L. George
Lt. Colonel Robert A. Love
Mrs. Ruth H. Huddleston
Miss Ann Larson

Capt M.E. Greenberg
Capt. Eliot Bailen

m. Miscellaneous:

Colonel Max F. Schneider # (Gen. Spaatz's staff)
Lt. Colonel Wilbur W. Oring # (12th Air Force)

n. Classified Mail Section, AAFi

1st Lt. C. E. Carter
Mr. W. W. Boucher

o. Message Center, AAFi

Captain A. E. Wilbourn
Captain A. L. Drumwright
Captain H. F. Lunsden
Captain T. H. Stryker
1st. C. E. Woodlee
Lt. J. S. Magrath
Lt. A. S. Coons
Lt. A. A. Sherwood
Lt. C. A. Tucker
Marion C. Conley
Ava M. Coplen
Richard Dale
Clifford H. Dunaway
Edward H. Dunaway
Irma F. Estes
Vera L. Fleck
Mary E. Hall
Helen M. Hartley
Lillian Libowitz
Nancy E. McGhee
Tillie K. Mucn
Anna L. Shutak
Edna L. Smith
June E. Smith

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rmy Air Forces Message Center (Cont'd)

Beverly J. Thaxton
Jeane M. Turner
Dwaine M. Van Horn
Helene L. Weeks
Jean M. Wilcox

p. Air Adjutant General:

Colonel [illegible]. Dick *
Lt. Colonel W. C. Lewis *
Lt. Colonel J. E. Cooley *
Col. F.C. Milner
Lt col. H. H. Hewitt

AFOPU

Col. Aubrey Moore
Col. S.C. Palmer Jr
Capt. J.S. Lanham
Lt. Col. W.S. Daniel Jr.

Director of Communications

Col. T. H. Baxter
Col. A.W. Mariner
Col. W. G. Smith

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Supplemental 9/[illegible]1/42

Air Service Command - Wright Field:

Brigadier General L. T. Miller
Colonel J. H. Hicks
Colonel J. D. Givens
Colonel C. [illegible] Kane
Colonel J. W. Sory
Colonel I. R. Selby
Mr. V. J. [illegible]yer
Colonel J. C. Gorden
2nd Lieut. J. P. Turner
Colonel C. B. Stone
Major General H. J. Miller - Gravell Point.

Office of Assistant Chief of the Air Staff, A-2:

Colonel R. C. Coupland
Miss Catherine Haynes
Captain W. M. Burgoyne

Office of Assistant Chief of the Air Staff, Plans:
Miss Regina Sullivan
Miss Margaret E. Ewing
1st Lieut. Raymond Farrell

Air Transport Command:
Brigadier General H. L. George
Lt. Colonel Robert M. Love
Mrs. Ruth H. Huddleston
Miss Ann Larson

Classified Mail Section, AAF:
1st Lieut. C. P. Carter
Mr. W. R. Boucher

Office of Assistant Chief of the Air Staff, A-2:
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Colonel Crosthwaite

Director of Weather:
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Air Adjutant General:
Maj. H. B. Hohman

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Operational Intelligence:
Colonel C. G. Berrun
Major Carey

Base Services:
Colonel Thomas A. Lane, Engineers Section.

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T/O 1-267
C 1

Changes
No. 1

WAR DEPARTMENT,
Washington, July 30, 1942.

ARMY AIR FORCES
OBSERVATION SQUADRON

T/O 1-267, July 1, 1942, is changed as follows:

Line	Column	
	17	20
103	(r1)	rTechnician, grade 5.
104	(r1)	

(A. G. 320.2 (7-29-42).)

By order of the Secretary of War:

G. C. MARSHALL,
Chief of Staff.

Official:
J. A. ULIO,
Major General,
The Adjutant General.

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October 21, 1942

Lt. Col. C. M. Taylor
Air War Plans
Air Staff -A-5

xxxxxxxxxxxxxxxxxxxxxx

1 copy - Airport Directory - West Africa (July 2, 1942)
1 copy - Airport Directory - North Africa (July 7, 1942)

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HEADQUARTERS ARMY AIR FORCES
Washington, D. C.

October 21, 1942

SUBJECT: Receipt

FROM: Plans Division, Air Staff
Lieut. Col., Chas. M. Taylor

TO: Target Information Section, Operational Intelligence Division, DIS.

Receipt is acknowledged of the following SECRET material:

2 copies of map entitled "Africa - Transportation Facilities with respect to selected airports, landing grounds, seaplane bases in selected areas." North and West Africa, Sheet 1.

Carbon copy No. 3 of report entitled "Report of Special Mission on Security of the African Ferry Route, July 10, 1942."

Charles M. Taylor, Lt. Col.G.S.C.
Plans Division, Air Staff.

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RECEIPT FOR NON-REGISTERED
DOCUMENTS

October 31, 1942

Receipt is acknowledged of the following non-registered documents from Captain D. J. Scholten, Rm. G-737, Gravelly Pt., D.C.:

2 maps - Selected Airports, L.G., & Seaplane Bases in North and West Africa (Sheet 1).

COLONEL C.M. TAYLOR
Room 2117, Munitions Bldg.

Please sign one copy of receipt and return to:
Captain D. J. Scholten
Operational Intell. Div.
Rm. G-737, Gravelly Pt., D.C.

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through French West Africa. If conditions change, and the use of this route is unopposed, then the ferrying problem is much simplified.

4. There are three possible ferrying methods as follows:

a. Non-stop ferrying
b. Non-stop towing
c. Use of staging fields.

5. a. The non-stop range of P-38's and P-39's with auxiliary fuel tanks leaves an ample margin of safety (ranges of ~~2400~~ and ~~2800~~ miles compared to distances of 1700 ~~and~~ 2100 miles). The auxiliary fuel tanks for such ranges are droppable but are not leak-proof. The present maximum range of P-40's (1280 miles) is insufficient to make a non-stop delivery on this route. P-40's represent, however, only about 15% of the fighter aircraft to be delivered. If necessary, other types probably could be substituted for P-40's, or this small number of P-40's could be delivered, crated, or deck-loaded to X or Y by boat. Delivery by non-stop ferrying has the following

Advantages:

(1) Unnecessary to seize, improve, defend and supply staging fields in enemy (?) territory.

(2) Route not subject to ground attack.

(3) Exact course between terminals can be varied.

Disadvantages:

(1) 1800 to 2100 mile non-stop flight causes pilot fatigue.

(2) Aircraft may be subject to attack by enemy aircraft or anti-aircraft fire. Although aircraft ferried will be fully equipped with guns and ammunition, the attack may occur while still carrying extra fuel or when the pilots are fatigued. (See Tab C for strength and disposition of enemy air forces)

(3) No staging fields available for emergency landings.

(4) Would require a mother ship to do the navigating.

(5) Lack of intermediate staging fields means lack of intermediate weather information.

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Note: Some protection could be afforded by fire from the mother ship. The ferrying of bombers being delivered to this theatre might be coordinated with fighter deliveries to provide additional escort protection for the fighters. Fighter squadrons could be provided at both ends of the ferry route for additional escort protection for short distances out of these two terminals. Although loss will probably occur from motor failure or from attack, they may not be as great as losses incurred from seizing and defending staging fields, and in providing escort protection for ferrying operations out of staging fields.

b. The towing of P-39's and P-40's behind bombers appears practicable but it is questionable if P-38's can be towed at this time. (See Tab D for report of towing tests.)

Advantages:

(1) Unnecessary to seize, improve, defend, and supply staging fields in enemy (?) territory.

(2) Route not subject to ground attack.

(3) Exact course between terminals can be varied.

(4) Fighters thus towed would not be hampered by extra gasoline, and would be available for offensive action against hostile aircraft enroute. A system could be worked out whereby fighter could make more than one hook-on to the tow ship enroute.

Disadvantages:

(1) Long flight may cause pilot fatigue.

(2) Requires coordination of bomber (tow ship) and fighter delivery on a basis of one bomber for each fighter.

(3) Requires contact weather at present state of development of towing.

(4) Lack of intermediate staging fields means lack of intermediate weather information.

c. If staging fields were used their purpose would be to permit the ferrying of fighter aircraft in condition to meet offensive air action and to eliminate pilot fatigue of non-stop flight. In order for the fighter to be in condition for

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offensive action at all times enroute, the distances between staging fields would have to be such as to permit fighters to drop any auxiliary gas load, engage in combat, and then proceed to a protected staging field. Based on the range and radius of action of P-38's and P-40's, the distance between the staging fields would not exceed 300 miles. This would mean seven staging fields on this route between terminals. As the P-38's and P-39's are capable of making the flight non-stop, it would be impracticable to seize, improve, defend, and supply one staging field at a half-way point to serve only the 15 P-40's per month to be delivered. Although an airborne force might seize and hold one staging field for a matter of hours while the ferried aircraft were being serviced, yet the seizure, defense and supply of seven such fields would be out of the question.

Advantages:

(1) Staging fields every 300 miles for forced landings.

(2) No pilot fatigue.

(3) Permits ferried aircraft to engage in combat under advantageous conditions.

(4) Permits stationing of fighters at staging fields to intercept enemy fighters or bombers.

(5) Requires no mother ship.

(6) Provides facilities for complete weather information enroute.

Disadvantages:

(1) Requires the improvement of 7 staging fields. (See Tab E for location of fields.)

(2) Requires the seizure and defense of 7 staging fields against possible enemy action, both on land and from the air. (See Tab F for disposition of enemy ground forces.)

(3) Necessitates supplying forces at the 7 staging fields, and gasoline for fighter aircraft being ferried over the route, and also for fighters stationed at the staging field for the defense thereof. (See Tab - for details of supplies.)

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II. Conclusions.

1. It is feasible to fly P-38's and P-39's non-stop from Accra or Kano to North Africa by use of a mother ship for navigation. The losses enroute cannot be determined in advance. If they become too great, the decision can be reached at that time, as to whether to abandon ferrying over this territory entirely, or to seize and defend the necessary staging fields.

2. The towing of fighter aircraft would provide some measure of protection enroute, but this method has not been sufficiently exploited to recommend it.

3. At the present stage of development of long range tanks for P-40's, maximum range for this type is 1280 miles. If P-40's are to be ferried over this route, one staging field, at approximately the half-way point, would have to be seized. P-40's flown in this manner would be vulnerable, carrying auxiliary gasoline over a large part of the route. It would be more feasible to substitute P-38's or P-39's for the small number of P-40's scheduled for this task force, or arrangements could possibly be made to deliver the P-40's to the task force by boat.

4. Seizure, defense, and supply of 7 staging fields is too costly in personnel and materiel to warrant the operation.

5. All fighter aircraft delivered over this route should be delivered by combat crews rather than by ferry crews, as long as there is any likelihood of being attacked enroute.

6. Reasonably accurate weather information could be provided by having two bombers start out from the opposite ends of the route, toward the middle, reporting weather conditions encountered throughout the flight. This bomber flight would be made approximately four hours prior to the take-off of the fighter aircraft. In this way, weather information for the entire route would be available in a period of four or five hours.

7. The greatest opposition from the Vichy French could be expected in the vicinity of the terminals at each end of the route. It is assumed that the subject task force in the North would be able to provide the necessary protection at that end of the route. Additional protection would be necessary at Kano or Accra in the form of fighter aircraft and ground forces, including radar equipment.

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SECRET

A

DELIVERY OF ATTRITION FIGHTERS

Assigned to Task Force

8 Groups	2 Groups	P-39
	2 Groups	Spitfires*
	3 Groups	P-38
	1 Group	P-40

*Change to P-39's after second month

3 Squadrons per Group x 25 planes =	75 planes per group		75
2d month			
P-38's	20% of 225 =	45	45
3rd month			
P-38's	20% of 225 =	45	
P-39's	20% of 300 =	60	
P-40's	20% of 75 =	15	
			120

Note: P-39's may be substituted for P-40's or P-40's shipped by boat.

TAB A

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RANGE OF FIGHTERS

Type	Normal Gas	Aux. Gas	Total Gas	Range
P-38	300	0	300	700 mi.
	300	300	600	1,420 "
	300	600	900	3,000 "
P-39	120	0	120	500 "
	120	75	195	860 "
	120	175	295	1,250 "
	120	370	490	2,400 "
	120	427 (Incl 57 Gal. nose tank)	547	2,800 "
	120	467 (Incl nose tank plus 40 Gals.)	587	3,000 "
P-40	148	0	148	575 "
	148	170	318	1,250 "

These figures are approximate and vary according to altitude, power settings, etc.

The safe range of fighters with 75-gallons auxiliary tanks, based on ferrying between staging fields with allowance for 26 minutes of full throttle (6 minutes for take-off and 20 minutes of combat) enroute with 25% of built-in gasoline capacity as reserve, is as follows:

P-39	120	75	195	283
P-40	148	75	223	335
P-38	300	300	600	700

SECRET

TAB B

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Range of Fighters

Type	Normal Gas	Aux. Gas	Total Gas	Range
P-38	300	0	300	700 mi.
	300	300	600	1,420 "
	300	600	900	3,000 "
P-39	120	0	120	500 "
	120	75	195	860 "
	120	175	295	1,250 "
	120	370	490	2,400 "
P-40	148	0	148	575 "
	148	170	318	1,250 "

These figures are approximate and vary according to altitude, power settings, etc.

The safe range of fighters with 75-gallons auxiliary tanks, based on ferrying between staging fields with allowance for 26 minutes of full throttle (6 minutes for take-off and 20 minutes of combat) en route with 25% of built-in gasoline capacity as reserve, is as follows:

P-39	120	75	195	283
P-40	148	75	223	335
P-38	300	300	600	700

TAB B

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TAB E

	Type	Position	Altitude	Location	Dimensions	Surface	Facili
Abalemma (Niger)	(No data available)						
In Guezzam (Algeria)	E	19 33 N. 5 41 E.	1,348	½mi.NW. of In Guezzam Fort.	2,484'x2,025'	Firm Sand & Pebbly.	No hangars, fuel water available weather reports W/T
Ft. Lamerrine (Algeria)	E	22 47 N. 5 29 E.	4,477	2,130'N. of Temanrasset Pt, field on NE side of road from In Salah to In Guezzam, 225mi N. of In " .	1,638'x1,470'	Good firm sandy surf.	Minor repairs, weather service W/T, water, hotel telephone.
In Fokoula (Algeria)	E	26 25 N. 3 19 E.	1,115	69mi.SE. of In Salah and 1½mi.E of In Salah-In Eker-In Guezzam Rd.	1,968'x1,470'	Hard, all weather	Water
Timimoun (Algeria)	E	29 13 N. 00 15 E.	1,017	3mi.SSE. of Timimoun on S. side of track to El Galea; 187mi. WSW of El Galea.	2,616'x2,616'	Firm, undulating all weather	2 portable hangars, fuel meteorological station, water
Ain Sefra (Algeria)	E	32 48 N. 00 29 W.	3,510	5mi.E. of Ain Sefra near N. side of narrow gage railway on S. side of Sefra-Asla Rd.	3,280'x3,116'	Firm, hard all weather	1 hanger telephone, telegraph, meterol.stn. hotels & doctor
Erfoud (Fr. Morocco)	E	31 27 N. 4l 14 W.	--	½mi.SSW. of town, 89 mi. SSE. of Midelt.	2,970'x1,140'	Very dusty, only light aircraft	2 hangars, telephone at post, radio.

Type - Under this heading will be found a single letter having the following meaning:

M.- Military airports of reasonable size and having at least the more important facilities.
C - Civil airports (private & commercial) of reasonable size " ",etc.
E - Emergency fields (military or civil either small size or having few facil.

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Note: Trip time is figured on basis of 150 mph with allowance of 1 hour for unloading. A flying day is figured at 8 hours. All flying to be done in daylight.
Hours of daylight as follows:

Lat.	Nov.	Dec.	Jan.
	French North Africa		
35° N	10:18	9:49	10:04
	French West Africa		
5°	12:02	11:42	11:53

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SECRET

SUPPLY

Gasoline Supply for the Route (for Ferried Fighters)

Non-Stop Method

Per Month

Acrra	22,500 gals.
Lagos	9,000 "
Kano	77,250 "

Note: Additional gasoline would be required for mother ships dependent upon the number employed.

Use of Staging Fields Method

Per Month

Accra	22,920 gals.
Lagos	9,420 "
Kano	28,545 "
Abaleuma	15,045 "
In Guezzam	28,545 "
Ft. Lapperine	15,045 "
In Takoula	28,545 "
Timimoun	15,045 "
Erfoud	14,062 "
Ain Sefra	14,062 "
	189,234 "

To deliver this amount of gasoline per month to the staging fields would require:

20 C-46's operating from Kano daily
1 C-46 " " X for 7 days per month
1 C-46 " " Y " 7 " " "

---

20 C-47's " " Kano daily
or 1 C-47 " " X for 12 days per month
1 C-47 " " Y " 12 days per month

---

14 C-87 " " Kano daily
or 1 C-87 " " X for 7 days per month
1 C-87 " " Y for 7 days per month

The C-53 will not do the job because it cannot carry a large enough cargo load.
The C-54 will not do the job because it consumes too much gas.

G

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Non-Stop Gasoline		Gallons per Month		
1st 2 Months	Accra	Lagos	Kano
45 P-38's	x 300 gals - 13,500	0	x 900 - 40,500
30 P-39's	x 120 " - 3,600	x 120 -3,600	x 490 - 14,700
*15 P-39's	x 120 " - 1,800	x 120 -1,800	x 490 - 7,350
	18,900	5,400	62,550
3rd Month			
45 P-38	x 300 - 13,500	0	x 900 - 40,500
60 P-39's	x 120 - 7,200	x 120 7,200	x 490 - 29,400
*15 P-39's	x 120 - 1,800	x 120 1,800	x 490 - 7,350
	22,500	9,000	77,250

*Substitution of P-39's for P-40's unable to make non-stop.

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C - 47

(Information from Major Blonquist, Troop Carrier Section, Director of Air Support 1-6-43)

On 1100 mile round trip (550 mile one way

@ 160 MPH 6.9 hrs.
770 gals. gas in tanks (90 gals. per hr. has 2 hr. reserve)

	Wt.	
Empty	17,215 lbs	6415 lbs. of cargo
Crew	600	equals
770 gals.	4,500	@ 7 lbs. per gal. 920 gals in tins
Oil	270	or 960 gals in 100 gal. drums.
	22,585	
Cargo	6,415	
	29,000 gross	

3600 - 3800 ft. runway needed.

On 1400 mile round trip

@ 160 MPH 8.77 hrs.

822 gals. gas in tanks
100 gals. gas in cabin tank

922 gals. for consumption and reserve.

5340 lbs. of cargo
equals
765 gals in tins
or
800 gals in 100 gals.drums.

On 1530 mile round trip

@ 160 MPH 9.6 hrs. flying

4715 lbs. cargo
equals
670 gals. gas in tins
or
705 gals. gas in drums.

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One compnay of airborne infantry - 127 men - includes following arms:

Weapon	Weight	Total Weight	Cal.
8 Carbines	5.2 lbs.	42 lbs	.30
12 l.m.g.	31	372	.30
12 Tripods	14	168	
3 Mortars	11,8	35	60 mm
3 Tripods	27.3	82	
127 Pistols	2.44	310	.45
100 Rifles Spr.	8.8	880	.30
Garand	9.5		.30
13 Sub-machine G.	10.8	140	.45
	Total	2029 lbs less Ammunition	

1 Gallon of water per man per diem --- 18 tons for 30 days
Ammunition 36 tons

One battalion of airborne infantry - 554 men -- without Medical Detachment of 19 men, 9 laborers, 4 clerks, 2 supply officers, 13 demolition personnel, have following arms:

Weapon	Weight	Total Weight	Cal.
101 Carbines	5.2 lbs.	525 lbs	.30
44 L.M.G.	31	1364	.30
44 Tripods	14	616	
9 Mortars	11.8	106	60 mm
9 Tripods	27.3	2557	
4 Mortars	16	64	81 mm
4 Tripods	30	120	
554 Pistols	2.44	1351	.30
325 Rifles	8.8	2860	.30
45 Sub-machine G.	10.8	486	.45
		Total less Ammunition 9647 Lbs	

K ration (chocolate) for battalion per day is 1 ton.
C " " " " " is 2 tons
Ammunition supplies " " " " 4 tons
Water Ration " " " " 2.4 tons

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Basis for Calculating No. of Airplanes Required to
Deliver Gasoline to Staging Field (for Ferried Aircraft Only)
(150 mph)

Third Month Only

	No. Trips		Hours per Rd. Trip		Total
Abaluema	13	x	5	-	65
In Guezzam	30	x	9	-	270
Ft. Lapperine	21	x	13	-	273
In Takoula	39	x	17	-	663
Timimoun	47	x	21	-	1,037
			Trip hours	-	2,308
			30 daily	-	77
			8 airplanes		10
	Allowance for weather and repairs				10
	C-47 planes required at Kano				20
Erfoud	12	x	5		60
	C-47 required at X 1 for 12 days per mo.				
Ain Sefra	12	x	5		60
	C-47 Required at Y 1 for 12 days per mo.				

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Basis for Calculating Number of Airplanes Required to Deliver Gasoline to Staging Fields (for Ferried Aircraft Only)

Per Month (1st & 2d Months)

C-46

	No. Trips		Hrs. per Rd. Trip		
Abaleuma	6	x	5	-	30
In Guezzam	18	x	9	-	162
Ft. Lapperine	10	x	13	-	130
In Takoula	37	x	17	-	629
Timimoun	32	x	21	-	672
			Trip hours		1,623
		÷ 30 - daily " "			54
		÷ 8 -	airplanes		7
	Allowance for weather and repairs				7
	C-46 planes required at Kano				14
Erfoud	7	x	5	-	35
	C-46 required at X - 1 for 7 days per month				
Ain Sefra	7	x	5	-	35
	C-46 required at Y - 1 for 7 days per month				

Per Month (3rd Month)

C-46

	No. Trips		Hrs. per Rd. Trip		
Abaleuma	10	x	5	-	50
In Guezzam	22	x	9	-	198
Ft. Lapperine	16	x	13	-	208
In Takoula	46	x	17	-	782
Timimoun	53	x	21	-	1,113
			Trip hours		2,351
		÷ 30 - daily trip hours			78
		÷ 8 -	airplanes		10
	Allowance for weather and repairs				10
	C-46 planes required at Kano				20
Erfoud	9	x	5	-	45
	C-46 required at X - 1 for 9 days per month				
Ain Sefra	9	x	5	-	45
	C-46 required at Y - 1 for 9 days per month				

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Per Month (3rd Month)

Staging Field	Approx. Round Trip Distance from Kano	Approx. Gal. Gas Req. at Field	Approx. Gals. Delivered per Trip	Approx. No. of Trips by C-46 fr. Kano
Abaleuma	600	15,045	1,649	10
In Guessam	1,200	28,545	1,309	22
Ft. Lapperine	1,800	15,045	969	16
In Takoula	2,400	28,545	629	46
Timimoun	3,000	15,045	289	53

Round Trip from X and Y

*Erfoud	600	14,062	1,649	9
*Ain Sefra	600	14,062	1,649	9

*Deliveries to Erfoud and Ain Sefra would have to be made from X and Y.

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Trips Required by C-46 Airplane to Deliver Gasoline to Staging Fields for Fighter Aircraft Being Ferried

Per Month (1st 2 Months)

Staging Field	Approx. Round Trip Distance from Kano	Approx. Gal. Gas Req. at Field	Approx. Gals. Delivered per Trip	Approx. No. of Trips by C-46 fr. Kano
Abaleuma	600	9,195	1,649	6
In Guezzam	1,200	22,695	1,309	18
Ft. Lapperine	1,800	9,195	969	10
In Takoula	2,400	22,695	629	37
Timimoun	3,000	9,195	289	32
		Round Trip from X or Y		
*Erfoud	600	11,137	1,649	7
*Ain Sefra	600	11,137	1,649	7

*Deliveries to Erfoud and Ain Sefra would have to be made from X and Y.

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LOCATION OF STAGING FIELDS

(Safe Range of P-39's 283 miles
Safe Range of P-40's 335 miles
Safe Range of P-38's 700 miles)

See Tab B

Route Kano to X

Terminal Field	Kano	Miles
1st Staging Field	Vicinity of Abalemma (Niger)	300
2nd " "	" " In Guezzam (Algeria)	260
3d " "	" " Ft. Laperrine (Algeria)	240
4th " "	" " In Takoula (Algeria)	290
5th " "	" " Timimoun (Algeria)	270
6th " "	" " Erfoud (French Morocco)	300
Terminal Field	X	190
		1850

Route Kano to Y

Terminal Field	Kano	Miles
1st Staging Field	Vicinity of Abalemma (Niger)	300
2d " "	" " In Guezzam (Algeria)	260
3d " "	" " Ft. Laperrine (Algeria)	240
4th " "	" " In Takoula (Algeria)	290
5th " "	" " Timimoun (Algeria)	270
6th " "	" " Ain Serin (Algeria)	250
Terminal Field	Y	200
		1810

The Airport Directory of West Africa (Edition of July 2, 1942) and the Airport Directory of North Africa (Edition of July 7, 1942) prepared by The Air Movements Section, AFDIS, U.S. Army Air Forces give the following information relative to the staging fields suggested above:

TAB E

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Tab A

Number of Fighters by Type

Assigned to Theatre

8 Groups	2 Gps	P-39
	2 Gps	Spitfires*
	3 Gps	P-38
	1 Gp	P-40

*Change to P-39's after two months.

3 Squadrons per group x 25 planes = 75 planes per group

Delivery of Attrition Airplanes Computed as follows:

1st month	P-39's	20% of 150 = 30	
	P-40's	20% of 75 = 15	
	P-38's	20% of 225 = 45	
			90
2nd month	same		90
3rd month	P-39's	20% of 300 = 60	
	P-40's	20% of 75 = 15	
	P-38's	20% of 225 = 45	
			120

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TRANSPORTATION OF GASOLINE BY AIR

C-47 airplane

Gross weight	29,000 lbs
Empty weight	17,000 lbs
	12,000 lbs
Less crew of 3	600
	11,400 lbs of cargo

11,400 lbs permits, @ 7 lbs per gal. (including container), 1,630 gals.

Chart of Gasoline Delivery by C-47 Airplane.

Round Trip Mileage	Gas Consumed by C-47 @ 2.4 mi. per gal.	Bal. Gas Cargo	15% Cubage Loss in Gals.	Net gals. of Gas Delivered
600	250	1,380	207	1,173
1,200	500	1,130	169	961
1,800	750	880	132	748
2,400	1,000	630	95	535
3,000	1,250	380	57	323

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TRANSPORTATION OF GASOLINE BY AIR

C-53 Airplane

Gross Weight	25,200
Empty "	16,346
Net "	8,854
Less crew of 3	600
	8,254 lbs of cargo

8,254 lbs of cargo permits, @ 7 lbs per gal. (including container), 1,179 gals.

Chart of Gasoline Delivery by C-53 Airplane

Round Trip Mileage	Gas Consumed by C-53 @ 2.4 mi. per gal.	Bal. Gas Cargo	15% Cubage Loss in gals.	Net gals of gas Delivered
600	250	929	139	790
1,200	500	679	102	577
1,800	750	429	64	365
2,400	1,000	179	17	162
3,000	1,250	- 71	-	-

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Trips Required by C-53 Airplane to Deliver
Gasoline to Staging Fields for Fighter Aircraft Being Ferried

Per Month (1st 2 Months)

Staging Field	Approx. Rd. Trip Distance fr. Kano	Approx. Gal. Gas Req. at Field	Approx. Gals. Delivered per Trip	Approx. No Trips by C-53 from Kano
Abaleuma	600	9,195	790	12
In Guezzam	1,200	22,695	577	40
Ft. Lapperine	1,800	9,195	365	26
In Takoula	2,400	22,695	162	141
Timimoun	3,000	9,195	-	-
		Round Trip from X or Y		
*Erfoud	600	11,137	790	15
*Ain Sefra	600	11,137	790	15

*Deliveries to Erfoud and Ain Sefra would have to be made from X and Y.

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TRANSPORTATION OF GASOLINE BY AIR

C-46 Airplane

Gross weight	45,000 lbs
Empty "	28,000 lbs
	17,000 lbs
Less crew of 3	600
	16,400 lbs of cargo

16,400 lbs permits, @ 7 lbs per gal. (including container), 2340 gals. of gasoline.

Chart of Gasoline Delivery by C-46 Airplane

Round Trip Mileage	Gas Consumed by C-46 @ 1.5 mi. per gal.	Bal. Gas. Cargo	15% Cubage Loss in Gals.	Net Gals. of Gas Delivered
600	400	1940 gal.	291	1649
1200	800	1540	231	1309
1800	1200	1140	171	969
2400	1600	740	111	629
3000	2000	340	51	289

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TRANSPORTATION OF GASOLINE BY AIR

C-47 Airplane

Gross weight	29,000 lbs
Empty weight	17,000 lbs
	12,000 lbs
Less crew of 3	600
	11,400 lbs of cargo and gas

Round Trip Mileage	Gas Consumed by C-47 @ 2.4 mi. per gal.	Reserve gas. gals.	Total gas Cargo	Amount of Oil used.
1350	562 gal.	63	625 gals.	19 gals
			Wgt. 3750 lbs.	Wgt. 139 lbs.

Total Weight Gas and Oil incl. Reserve - 3889 lbs.

Total Cargo Capacity - 7511 lbs.

Total 11,400

1440

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Trips Required by C-47 Airplane to Deliver
Gasoline to Staging Fields for Fighter Aircraft Being Ferried

Per Month (1st 2 Months)

Staging Field	Approx. Rd. Trip Distance fr. Kano	Approx. Ga. Gas Req. at Field	Approx. Gals. Delivered per Trip	Approx. No. Trips by C-47 from Kano
Abaleuma	600	9,195	1,173	8
In guezzam	1,200	22,695	961	24
Ft. Lapperine	1,800	9,195	748	13
In Takoula	2,400	22,695	535	43
Timimoun	3,000	9,195	323	29
		Round Trip from X and Y		
*Erfoud	600	11,137	1,173	10
*Ain Sefra	600	11,137	1,173	10

*Deliveries to Erfoud and Ain Sefra would have to be made from X and Y.

Per Month (3rd Month)

Abaleuma	600	15,045	1,173	13
In Guezzam	1,200	28,545	961	30
Ft. Lapperine	1,800	15,045	748	21
In Takoula	2,400	28,545	535	39
Timimoun	3.000	15,045	323	47
		Round Trips from X and Y		
*Erfoud	600	14,062	1,173	12
*Ain Sefra	600	14,062	1,173	12

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TRANSPORTATION OF GASOLINE BY AIR

C-54 Airplane

Gross Weight	52,000
Empty "	36,850
Net "	15,150
Less crew of 6	1,200
	13,950 lbs of cargo

13,950 lbs of cargo permits, @ 7 lbs per gal. (including container), 1,993 gals.

Chart of Gasoline Delivery by C-54 Airplane

Round Trip Mileage	Gas Consumed by C-54 @ 1.1 mi. per gal.	Bal. Gas Cargo	15% Cubage Loss in Gals.	Net gals. of Gas Delivered
600	545	1,448	217	1,231
1,200	1,090	903	135	768
1,800	1,635	358	54	304
2,400	2,180	- 187	-	-
3,000	2,725	- 732	-	-

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Trips Required by C-54 Airplane to Deliver
Gasoline to Staging Fields for Fighter Aircraft Being Ferried

Per Month (1st 2 Months)

Staging Field	Approx. Rd. Trip Distance fr. Kano	Approx. Gal. Gas Req. at Field	Approx. Gals. Delivered per Trip	Approx. No. Trips by C-54 from Kano
Abaleuma	600	9,195	1,231	9
In Guezzam	1,200	22,695	768	30
Ft. Lapperine	1,800	9,195	304	31
In Takoula	2,400	22,695	-	-
Timimoun	3,000	9,195	-	-
		Round Trip from X or Y		
*Erfoud	600	11,137	1,231	10
*Ain Sefra	600	11,137	1,231	10

*Deliveries to Erfoud and Ain Sefra would have to be made from X and Y.

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Trips Required by C-87 Airplane to Deliver
Gasoline to Staging Fields for Fighter Aircraft Being Ferried

Per Month (1st 2 Months)

Staging Field	Approx. Rd. Trip Distance fr. Kano	Approx. Gal. Gas Req. at Field	Approx. Gals. Delivered per Trip	Approx. No. Trips by C-87 from Kano
Abaleuma	600	9,195	2,223	5
In Guezzam	1,200	22,695	1,760	13
Ft. Lapperine	1,800	9,195	1,296	8
In Takoula	2,400	22,695	833	28
Timimoun	3.000	9,195	370	25
		Round Trip from X and Y		
*Erfoud	600	11,137	2,223	5
*Ain Sefra	600	11,137	2,223	5

*Deliveries to Erfoud and Ain Sefra would have to be made from X and Y.

Per Month (3rd Month)

Abaleuma	600	15,045	2,223	7
In Guezzam	1,200	28,545	1,760	17
Ft. Lapperine	1,800	15,045	1,296	12
In Takoula	2,400	28,545	833	35
Timimoun	3,000	15,045	370	41
		Round Trip from X and Y		
*Erfoud	600	14,062	2,223	7
*Ain Sefra	600	14,062	2,223	7

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TRANSPORTATION OF GASOLINE BY AIR

C-87 Airplane

Gross Weight	55,000
Empty "	32,062
Net "	22,938
Less crew of 4	800
	22,138 lbs of cargo

22,138 lbs permits, @ 7 lbs per gal. (including container), 3,160 gals.

Chart of Gasoline Delivery by C-87 Airplane

Round Trip Mileage	Gas Consumed by C-87 @ 1.1 mi. per gal.	Bal. Gas Cargo	15% Cubage Loss of Gals.	Net Gals of Gas Delivered
600	545	2,615	392	2,223
1,200	1,090	2,070	310	1,760
1,800	1,635	1,525	229	1,296
2,400	2,180	980	147	833
3,000	2,725	435	65	370

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Basis for Calculating No. of Airplanes Required to
Deliver Gasoline to Staging Field (for Ferried Aircraft only)
(175 mph)

Third Month Only

	No. Trips		Hours per Rd. Trip		Total
Abaleuma	7		4		28
In Guezzam	17		8		136
Ft. Lapperine	12		11		121
In Takoula	35		15		525
Timimoun	41		18		738
			Trip hours		1,548
			30 daily		52
			8 airplanes		7
			Allowance for weather & repairs		7
			C-87 planes required at Kano		14
Erfoud	7	x	4	-	28
	C-87 required at X		1 for 7 days per mo.		
Ain Sefra	7	x	4	-	28
	C-87 required at Y		1 for 7 days per mo.		

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TYPES OF AIRPLANES USED BY FRENCH (Pro-Axis)

TUNISIA--

L.R.B.-	26
R.B. -	36
T.B. -	6
F. -	50
	118

ALGERIA--

L.R.B.-	66
R.B. -	34
T.B. -	6
F. -	109
	215

MOROCCO--

L.R.B.-	79
R.B. -	13
F. -	50
	142

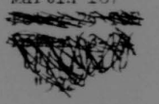
SENEGAL--

L.R.B.-	48
M.B. -	9
R.B. -	28
T.B. -	12
F. -	70
	167

SUDAN

L.R.B.-	15
R.B. -	18
	33

L.R.B.--Douglas DB-7
Leo 45
Martin 167



M.B.-- Breguet 693
Farman 229

R.B.--- Bloch 174-5
Breguet-Bizerte
Latecoere 302
" " 523
" " 611
Leo 275 Bis
Loire 130
Potez 25TOE
Potez 63-11
Potez 141
Potez 592

T.B.--- Latecoere 298

F. --- Bloch 151
" 152
Curtiss 75-A
Dewortine 501
" " " 520
Morane 406
Potez 631

L.R.B.--Long range bomber
M.B. --Medium bomber
R.B. -- Reconnaissance bomber
T.B. --Torpedo bomber
F. --Fighter

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Block 151	Fighter
Maximum speed	310 mph. at 12,800'
No. of Motors	1
Total H.P./	1085 at 7260'
Total Firepower	2-4x7. 6mm: 2x20 mm.
Range	481 mi.
Crew	1
Climb to	16,400'/6 min.
Landing speed	68 mph.

Block 152	Fighter and Ground Attacker
Maximum speed	315 mph. at 16,000'
No. of Motors	1
Total H.P.	1000 at 13,000'
Total Firepower	2 x 20 mm: 2x7. 5mm
Range	Normal, 400/570 mi.
Crew	1
Climb to	13,000'/6 min.
Landing speed	63 mph.

Curtiss Hawk 75A	Fighter and Ground Attacker
Maximum speed	310 mph. at 15,000'
No. of motors	1
Total H. P.	1000
Total Firepower	6x 7.5 mm.
Bomb Load	300 lbs max.
Range:	1040 miles, max.
Crew	1
Climb to	15,000'/6 min.
Landing speed	
Range	Normal 385 mi.: with max. fuel 600/700 mi.
Service Ceiling	33,000'

Potez 631	Fighter
Maximum speed	285 mph. at 13,000'
No. of Motors	2
Total H.P.	1360
Total Firepower	2x 20 mm.: 1 m.g.
Bomb Load	1300 lbs.
Range	590 mi.
Crew	3
Service Ceiling	32,800'

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Letov LL1	Patrol Bomber
Maximum speed	152 mph
No. of Motors	2
Total H.P.	2400
Range	Endurance 26 hrs.
Crew	5-12
Letovsov (1)	Patrol Bomber
Maximum speed	220 mph at (2000'
No. of Motors	2
Total H.P.	5400
Range	Endurance 30 hrs.
Letovsov S02	Patrol Bomber (Flying Boat)
Maximum speed	138 mph
No. of Motors	2
Total H.P.	3400
Range	2100 mi.
Letovsov S02	Torpedo Bomber
Maximum speed	174 mph at (5,000'
Total H.P.	890
No. of Motors	1
Total Firepower	3 r., 1 cannon
Bomb Load	1 torpedo
Range	930 mi.
Crew	3
Double D-2	Reconnaissance Bomber
Maximum speed	312 mph at 11,000'
No. of Motors	2
Total H.P.	2100 at 11,000'
Total Firepower	4 x 7.5 mm
Bomb Load	Normal 1,100 lbs; max. 2000
Range	Normal 2700 mi. max. 3400 mi
Crew	3-4
Service Ceiling	32,000'

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Potez 63-11	Reconnaissance
Maximum Speed	265 mph. at 17-18,000'
No. of Motors	2
Total H.P./	1320 at 13,000'
Total Firepower	4-6x 7.5 mm.
Bomb Load	Max. 440 lbs.
Range	Normal 680: max. 1000/1200
Crew	3
Landing speed	
Climb to	13,000'/8 min.
Service Ceiling	30,000'
Martin 167, Glenn Martin	Reconnaissance bomber
Maximum speed	295 mph at 13,000'
No. of Motors	2
Total H. P.	2000
Total Firepower	8x 7.5 mm.
Bomb Load	Normal 880: max. 1950
Range	Normal 850 mi: max. 1625/2000 mi.
Crew	3
Landing speed	63 mph
Climb to	13,130'/7.4 min.
Service Ceiling	29,000
Bloch 174-175	Bomber and Ground Attacker
Maximum speed	310 mph. at 17,000'
No. of Motors	2
Total H.P./	2120 at 16,500'
Total Firepower:	6-7 x 7.5 mm.
Bomb Load	1320 lbs.- max.
Range	Normal 420 mi. : max. 1950 mi.
Crew	3
Landing speed	74 mph
Service Ceiling	Normal Load, 30,500':max. load 29,000'
Le0 45	Reconnaissance bomber
Maximum speed	290 mph at 16,500'
No. of Motors	2
Total H.P.	2100 at 15,700'
Total Firepower	2-8x7.5mm: 1x20mm
Bomb Load	Normal 880 max. 3080
Range	Normal 710 max. 1540/1930
Crew	3-4
Landing speed	65 mph
Climb to	12,800'/10.20
Service Ceiling	26,000'

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Morane 406	Fighter, ground attacker
Maximum speed	302 at 16000'
No. of motors	1
Total H.P/	860 at 13,000'
Bomb Load	1x 20: 2x7.5
Range	440-600 miles
Climb to	12,500'/5.6 min.
Service ceiling	Normal load 32,000'
Devoitine D 520	Fighter
Maximum speed	340 at 16,000'
No. of Motors	1
Total H.P.	920 at 13,000'
Total Firepower	1x20 mm.: 2-4x7.5 mm.
Range	Normal 500/640 mi.
Landing speed	70 mph
Climb to	13,000'/5/4 min.
Service Ceiling	32,500'. Take-Off over 50' obstacle about 600 yds.
Brequet 693	Fighter Bomber
Maximum speed	297 mph. at 16,000'
No. of Motors	2
Total H.P.	1360 at 13,200'
Total Firepower	2x20mm: 2x7.5 mm.
Bomb Load	Max. 880 lbs.
Range	Normal 745 mi.: max. 1242 mi.
Crew	2
Climb to	13,120'/8.5 min.

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AIR DISTANCES FROM WASHINGTON TO ORAN

Washington - Miami	925
Miami - Trinidad	1,635
Trinidad - Natal	2,129
Natal - Dakar	1,879
Dakar - Agadir	1,332
Agadir - Oran	681
Total	8,581

Note: Longest non-stop flight - 1,641 miles
(Natal - Fernando Noronha, 288 ; Fernando Noronha - Dakar, 1,641)

Washington - Newfoundland	1,318			
Newfoundland - Prestwick, direct	2,116	via Goose, Bluie, Rekyavik	2,964	
Prestwick - Land's End	350			
Land's End - Oran via France	1,042	via coast		1,525
Total	4,826	Total		6,157

Note: If route is flown via Goose, Bluie, Rekyavik
the longest hop is 1,525 miles or (via France) 1,042 miles.

Washington - Natal	~~2,556~~
Natal - Ascension	1,448
Ascension - Accra	1,362
Accra - Kano	821
Kano - Oran	1,743
Total	~~7,944~~

Note: Longest hop is 1,743 miles across Sahara Desert

Washington - Ascension - Accra	~~5,360~~
Accroa - Kano	821
Kano - Khartoum	1,649
Khartoum - Cairo	988
Cairo - Tobruk	500
Tobruk - Bougie	1,200
Total	~~10,518~~

Note: Longest hop is 1,448 miles, Natal - Ascension.

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SAFETY FILM KODAK

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October 14, 1942.

From: Leopoldville

To: MILID

CM-IN-05690 (From Colonel Cunningham)

In the past few months Vichy French have been busy developing airdromes along railways Dakar-Saint Louis and Dakar-Tambacounds. Photo rcn. shows following runway lengths in metres:

Dakar - 1300	Koungheulnord - 1200
Thies - 900	Kaffrine - 1200
Diourbel - 1000	Kelle - 1600
Kaolack - 900	Tielemane - 1100
Tambacounda - 900	Tivaouane - 1100

In Vichy Niger Territory photo rcn. show large new airdromes at Kirkow, north of Bilma, Tahoua and Tanout all being developed as operational bases. New motor transport road has been built Niamey-Filingue-Tahoua to avoid using former roads close to Nigeria border near Degound Outch and at Birnink in Ni large stocks bombs at Agades and Dirkow and smaller stocks Ngusgmica Tahoua, Tanout and Zinder.

Growing quinine shortage Vichy West Africa.

Moorish troops Fernando-Po now quarantined with over sixty percent serious veneral disease.

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Transport planes must be available at transport an initial load of the following number of pounds from Kano to T.Z. and must be on stand-by to move same at all times:

1 Battalion (530 men) of airborne or paratroops, 240 pounds each	127,000
Equipment for one battalion - L. M. G., Mortars, Pistols, Sub-machine guns, Rifles, carbines and ammunition and tents.	
1 Meteorological unit and equipment (5 men)	
1 Communication unit and equipment (7 men) (SCR-299	
1 Radar unit and equipment	
1 Service unit for one flight of P-40 and equipment	
1 Service unit for one flight of reconnaissance and equipment	
1 Medical unit and equipment	
1 Company of AA guns	
1 " " " " equipment and ammunition	
Gasoline for removal to another field.	

Transport planes must be available to carry daily from K to T.Z. the following number of pounds:

Ammunition for airborne battalions	8,000
Food and clothing " "	2,000
Water for drinking (1 gallon per man)	2,240
Water for service crews,(Radar, Communication, Planes, Medical)	
Food & clothing for " " " " "	
Personnel bombs and machine gun ammunition	
Oil and Gasoline for fighter squadron	
" " " " Reconnaissance "	
" " " " 125 fighters per month	
" " " " Radar and Communications units	
" " " " Cooking	
Spare tires, propellers, ailerons, jacks.	

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GASOLINE REQUIREMENTS AT STAGING FIELDS (FOR FERRIED AIRCRAFT ONLY)

Per Month (1st month)

	ACCRA	LAGOS	KANO	ABALEMMA	IN GUEZZAM	T. LAMY	IN TAMANRASSET	FT. FOUCAULD	ERFOUD*
	Gallons								
45 - P 38's	x 300 = 13,500	0	x 300 = 13,500	0	x300 = 13,500	0	x300 = 13,500	0	22.5 x
30 - P 39's	x 120 = 3,600	x 120 = 3,600	x 195 = 5,850	x 195 = 5,850	x195 = 5,850	x195 = 5,850	x195 = 5,850	x 195 = 5,850	15 x
15 - P 40's	x 148 = 2,220	x 148 = 2,220	x 223 = 3,345	x 223 = 3,345	x223 = 3,345	x223 = 3,345	x223 = 3,345	x 223 = 3,345	7.5 x
	19,320	5,820	22,695	9,195	22,695	9,195	22,695	9,195	

Per Month (3d month)

45 - P 38's	x300 = 13,500	0	x 300 = 13,500	0	x300 = 13,500	0	x300 = 13,500	0	22.5 x
60 - P 39's	x120 = 7,200	x 120 = 7,200	x 195 = 11,700	x 195 = 11,700	x195 = 11,700	x195 = 11,700	x195 = 11,700	x 195 = 11,700	30 x
15 - P 40's	x148 = 2,220	x 148 = 2,220	x 223 = 3,345	x 223 = 3,345	x 223 = 3,345	x223 = 3,345	x 223 = 3,345	x 223 = 3,345	7.5 x
	22,920	9,420	28,545	15,045	28,545	15,045	28,545	15,045	

* Estimated that one-half of all fighter planes ferried over this route will be delivered to X and one-half to Y

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P-38's

2 sq/ons @ 75 = 150
1 sq @ 50 = 50
2 sqs @ 13 = 26
226

attrition 15/month

Available

Rec NK 177 (+ 21 + 12
On the Water 42
en route Newark 7
at Newark 67 + 21 P38's of the 7E4
275

226
45
271
45
316

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Course of crashed or forced landed planes en route.

Two C47 or similar will be on stand by at all times, one at K to the East at O, to prevent any message from the convoy mother ship as to the location of grounded planes en route.

All pilots will have emergency kits and a silk map of the area. They will be instructed to stand by their planes until instructions are dropped to them by the convoy ship as such may read, that an emergency landing ground is to be made or a safe direction and a planned time at which to be picked up.

If the trouble is minor the rescue ships will fly in two machines with kits and spare to be dropped by parachute at the plane. To make the necessary repairs.

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~~253~~ P-39 277
P-40 263
P-38 356

9 C-47 for 1 Para Co.
to use for 3 ships (236 lbs)

240 lbs — for a parapropper or 6 bundles

Range of C-47 — Top range
1000 mi — with 4 units
(822 gals 26000 lbs gross)
(1½ hrs gas reserve)
practical gross 31,000 lbs
1360 mi — 17 units 26,000 gross lbs
1360 " — ~~22~~ " 31,000 " "

Ref Air Borne Manual

C-46
2000 mi range (Max)

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50

SYSTEM
287

P-38
P-40

(air cooled
117
liquid 170
287

7-38 — SYSTEM
316

air cooled 120
ground

SCR 271 all parts 20 Tons

2½ ton
motor gen
7x3x5

5 gals gas per day

5

5 men

Gippel pump
5 gal/min
60 cu ft/min

15 cu ft/min
5 gal/min

3 pieces bottom—
Trans 3500 lbs 102" x 96" x 46".
Turntable 5000 88" x 88" x 30"
Powerunit 5000 102" x 40 x 69"
Bal - small unit.

Door with 84" x 69" in front 58"

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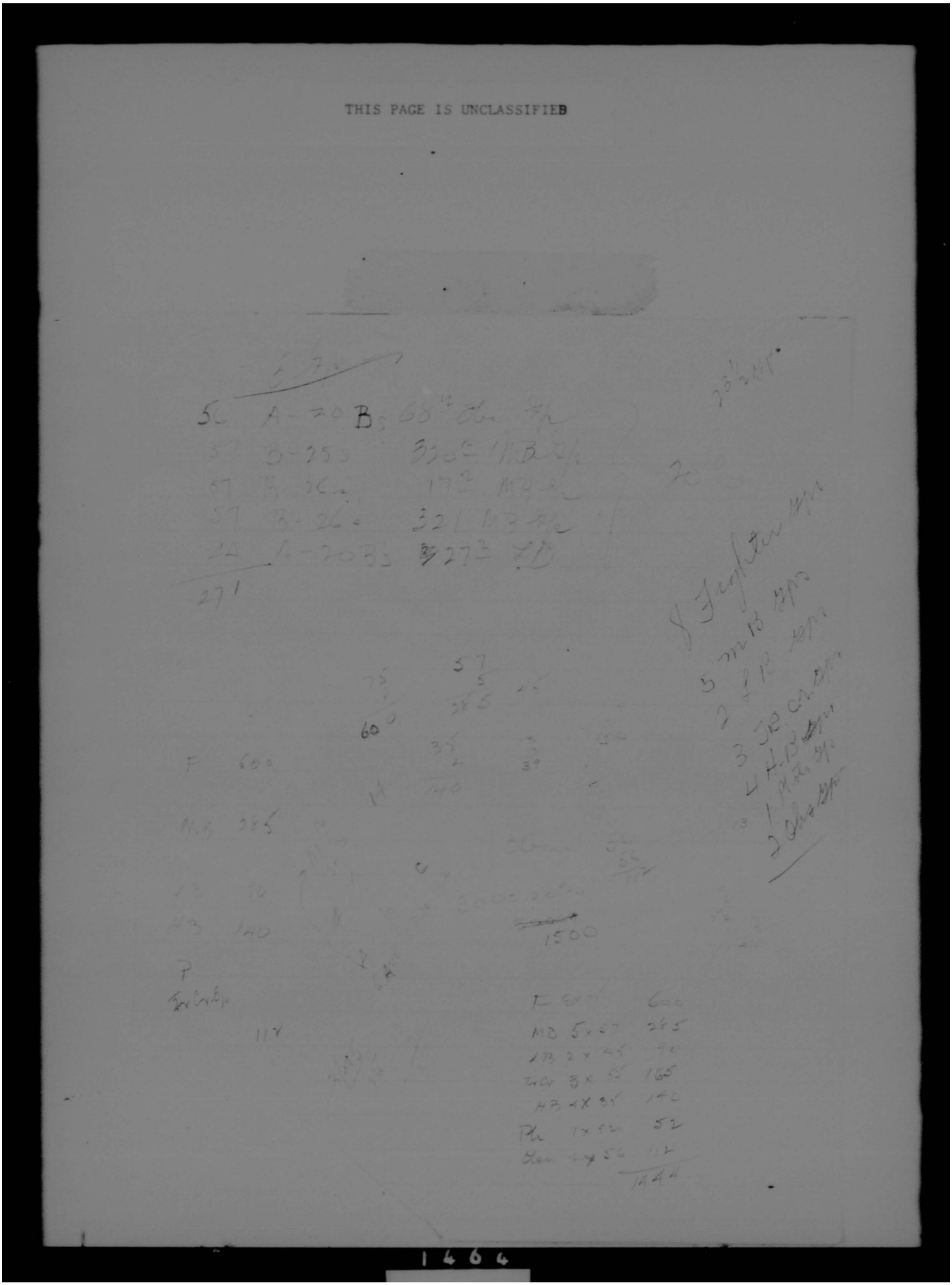

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354	224	240	6720		4200		40206	78,52	8801			—	124,300
224	224	240	6720	8116	4200		40206	78,52	8801			—	24,800
16	16	240	1,200	47628	8520	1752	25,440	26,080	2544	323,158	68,686	5[illegible]	
25	25	240	6000	18501	—	200	3975	7200	870	—	—	—	
5	5	240	1200	8185	—	500	795	1440	174	2100	—	—	
16	16	240	3840	26400	—	200	2855	4320	522	—	—	—	
9	9	240	4320	29650	—	150	2662	5184	626	4344	—	—	
83	83	240	19920	25,000	1000	300	8268	14,4[illegible]	1809	—	—	—	8100
983	953		120720	103,880	19,120	6813	124,497	225,504	27,149	330,402		68,686	314,400

dez

7c 3-47½

dez

18 3-47½

Nav and Util (a)
Fleets Aircraft

Nav	202,965 163	
Util	6960	4 3-47½
	209925	

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Air Transport Command

Pursuit Towed by Airplane.

AFATC/A-3/MEC/jjr/71311

1. AFATC AFAMC Wright Field 1942 9/18

1. It is apparent that the towing of pursuit by airplane offers potentialities and is worthy of further, immediate study and experimentation.

2. The most important necessity for successful operations, at the present time, is a tell-tale which will indicate the position of the plane being towed at all times so that it would be possible for the tow plane to fly on instruments and not have the plane that is being towed go off on a tangent to the line of flight.

3. It is suggested that Major DuPont be assigned as a liaison officer to assist and follow the further experimentation, and report the results of same to the Air Transport Command.

H. L. GEORGE,
Major General, U.S.A.,
Commanding.

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C-266-WF-11-15-41-60M

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WAR DEPARTMENT
AIR CORPS, MATERIEL DIVISION

MFC:do:50

MEMORANDUM REPORT ON

Date September 5, 1942

SUBJECT: Pursuit Towed by Bomber

SECTION EXPERIMENTAL ENGINEERING

SERIAL No. EXP-M-50-745

Contract No.
Expenditure Order No.
Purchase Order No.

A. Purpose:

1. To report the results of an endurance tow of a P-39 airplane by a B-17C airplane. This mission was accomplished in accordance with letter of request from the Navy Department, Bureau of Aeronautics, dated May 26, 1942 and transmitted to the Materiel Center for necessary action by Chief, Experimental Engineering Section, Materiel Command, by ICM dated May 28, 1942.

B. Factual Data:

1. The method of accomplishing the towing of a fighter by a bomber is as follows: The fighter and the bomber take off separately and the hook-on is accomplished in the air using the method originally developed by the Navy. This method consists of the bomber trailing a cable approximately 250 feet long whose free end is stabilized by a small tow target type wind sock. The fighter has approximately 30 feet of nylon rope attached to a glider tow manual release fitting, which is mounted as near the c.g. of the fighter as possible. From this release the nylon rope is snaked underneath the wing out to the wing tip and held down with ordinary Scotch paper tape. At the wing tip end of the nylon rope is attached a metal hook which is held to the lower part of the wing by Scotch paper tape in such a manner that this hook will become engaged with the trailing wire behind the bomber when the fighter pilot lays his wing on top of the bomber trailing cable and then skids away from the trailing cable. Once the fighter pilot has thus picked up the bomber's trailing cable, he slowly pulls out to the side allowing the trailing cable from the bomber to feed through the fighter's hook until the plug at the end of the cable contacts the hook. At this time the Scotch tape holding the hook and snaked nylon rope under the fighter's wing is pulled loose and the bomber and fighter are directly connected together by the tow cable. From this point on, the fighter pilot takes up the slack in the cable, feathers his propeller and drops back into a comfortable tow position.

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2. On August 31, 1942, a B-17C and a P-39 took off for the purpose of accomplishing an eight-hour tow as requested by the Navy. (See paragraph A of this report). After taking up the tow in the manner as outlined in paragraph 1, the B-17C started cross country at 8,000 feet and continued towing for eight hours. The route covered is as follows: Wright Field, Nashville, Little Rock, Memphis, St. Louis, Indianapolis and Wright Field. After eight hours tow time was completed, the P-39 pilot, Lt. Gustav E. Lundquist, said he was good for at least two more hours, so the flight was continued from Wright Field to Cleveland and return. The total distance towed was 1,940 miles and the total time in tow was 9:50 hours. Total flight time of P-39 was 10:10 hours.

3. A physical examination by a flight surgeon was given to the P-39 pilot prior to the above flight and repeated within 45 minutes after terminating the flight with the following results:

Schneider rating before flight - 14
Schneider rating after flight - 16

The flight surgeon reported that the P-39 pilot was in excellent condition, physically and mentally, after completing his long tow. The pilot's report of his reactions is contained in Memorandum Report No. PS-M-19-1468-A dated September 7, 1942, copy of which is attached hereto as Exhibit A.

C. Conclusions:

1. It is considered by this office that the method of towing fighter airplanes as a means of transporting these airplanes long distances has been developed to the stage where it can now be employed successfully during contact weather.

2. The question of pilot fatigue on a long tow mission does not seem to be too serious since there was no apparent detrimental physical effect produced upon the pilot by being towed nearly ten hours.

3. It is now not possible to be towed in the overcast with safety because of inability to maintain desired relative position with the tug airplane.

D. Recommendations:

It is recommended that:

1. The Army Air Forces Air Transport Command consider towing as a means of transporting fighter airplanes along with bombers or transports for overwater flights during contact weather.

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Experimental Engineering Section
EXP-M-50-745
September 5, 1942

2. The Army Air Forces Combat Command consider towing as a means of extending the range of convoy fighters beyond that now available.

3. A comprehensive study be made to develop an instrument that will permit satisfactory towing in instrument weather. What is really needed is some means of incorporating the relative position of the tug airplane into the present artificial horizon and directional gyro of the towed airplane.

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MX-200

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Marcus F. Cooper

Concurrence:

Prepared by M. F. Cooper, Major, AC
(Name)

Approved by H. Z. Bogert, Colonel, AC
Chief, Tech. Staff, E.E.S.

Distribution:
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Ass't Chief of Staff (E)
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C.G. AAF Air Transport Com.
Prod. Division - Fighter Br.
Naval Airc. Factory, Attn: Commander Barnaby
Equip. Lab. Airc. Lab. - Aero. Unit

Approved by F. O. Carroll, Colonel, AC
Chief, Exp. Eng. Section

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MDAC-2[illegible]-11-15-41-60M

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WAR DEPARTMENT

AIR CORPS, MATERIEL DIVISION

MEMORANDUM REPORT ON

[illegible] 41-2732

9EI-1a

Date September 7, 1942

SUBJECT: [illegible]

SECTION [illegible]

SERIAL No. [illegible]

Contract No. [illegible]

Expenditure Order No. 33-158

Purchase Order No. [illegible]

A. Purpose

1. To determine the practical value of the P-38 airplane for a period of time of ten (10) hours, as well as to study the pilot's reaction to such a flight.

B. Pilot Remarks

1. Flight was made on August 28, 1942. A check on the general physical condition of the pilot was made prior to flight. The pilot was found to be in excellent condition. He ate a fairly large breakfast two hours prior to flight. A light lunch consisting of one [illegible] chicken, two sandwiches, a quart of milk, a piece of pie, two pears, a plum, candy bar and chewing gum was eaten also. The quart of milk was found to be sour and the pilot had a mild gut during flight. Several [illegible], mostly [illegible] positions were taken also to relieve cramping, if necessary.

2. Cockpit was accomplished in flight at 300 feet. After taking up slack in chute, throttle was backed off and finally propeller was feathered. Oil dilution was turned on for one minute prior to cutting off engine to facilitate starting after long flight. Oil cooler and Prestone shutters were closed. All switches off.

3. After flying in various positions, the best position for P-38 was found to be directly in trail of the B-17 and slightly below to clear propeller wash. In this attitude it was found possible to trim out to enable pilot to fly hands-off. The flight was flown in the clear with exception of several cumulus clouds. It is well to note that in turning clouds it is practically impossible to get in the very correct position. Because of it's impossible [illegible] since all instruments were in [illegible].

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4. The first two hours of flight was consumed in following the flight path and more or less getting the feel of the ship in tow. The remaining eight (8) hours of a total of slightly more than ten (10) was spent in overcoming the boredom of inaction.

5. The large lunch was consumed over the entire period of flight. This constant nibbling was to break the monotony of flight rather than the pilot being abnormally hungry. Pilot glanced through picture magazines off and on. It is the pilot's recommendation that candy and mints and concentrated food would be more effective, as well as to prevent logginess and digestive difficulties. The lack of liquid was felt all through the flight.

6. Leg straps and safety belt were untied to allow pilot freedom of movement and to prevent a cramped feeling. Since the greater part of flight was made between 9,000 and 10,000 feet the pilot felt uncomfortably cold equipped with only a summer uniform and leather jacket.

7. After ten (10) hours' flight the engine was started and idled until temperature reached normal operating conditions and the cable was released. The pilot performed some acrobatic maneuvers to determine his coordination. Coordination was found to be normal and pilot returned immediately to Wright Field. Pilot was examined and found to have a +16 Schneider after landing. Pilot returned home feeling tired and immediately went to bed. He slept normally for nine hours and returned to work the next day and put in four hours of high altitude flying at approximately 25,000 to 35,000 feet. The pilot felt normal after this flight.

C. Pilot's Recommendations

1. Pilot recommends a normal night's sleep and a good but normal meal prior to flight.

2. Sufficient concentrated food as well as some nourishing food through entire flight.

3. Some picture magazines to pass away time.

4. Some other method of inter-communication between tow airplane and airplane being towed to save battery on ship being towed. Battery is needed to unfeather propeller for starting.

5. Sufficient clothing be worn to keep warm. Heater would be desirable in extremely cold weather.

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Flight Section
MEMORANDUM REPORT NO. FS-M-19-1468-A
September 7, 1942

6. Some method of operating flight instrument in case instrument conditions are encountered.

7. Soft cushion to sit on.

8. Some anti-sleep pills to prevent falling asleep after five or six hours.

Concurrence:

Prepared by G. E. Lundquist
G. E. LUNDQUIST, 1st Lt., A.C.
(Name)

Approved by George V. Albright
GEORGE V. ALBRIGHT, Colonel, A.C.
Acting Chief, Flight Section

Approved by F. O. Carroll
F. O. CARROLL, Colonel, A.C.
Chief, Exp. Engr. Section

Distribution:

Chief, Exp. Engr. Section
(Attn: Flight Research Projects) ✓
Chief, Prod. Engr. Section
Project Officer Pursuit Br. Prod. Eng.
Chief, Bombardment Proj., E.E.S. ✓
Central Files

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HEADQUARTERS
AIR TRANSPORT COMMAND
WASHINGTON

September 4, 1942.

MEMORANDUM TO: Colonel Fritz.

SUBJECT : P-39 Tow behind B-17.

1. Conclusion:

The day of my arrival at Wright Field September 1, 1942, a long distance tow test was in process. 1,940 miles were covered, going from Wright Field over Little Rock, returning to Wright and thence proceeding to Cleveland and return. It was proven that the ferrying of fighters behind four-enginged or fast two-enginged aircraft is entirely practical. (See attached report).

The ATC can start towing P-39's to Africa, via Ascension or to Australia via Honolulu immediately upon the installation of glider releases on tow planes and P-39's. Towing P-40's will be tested next. The only pilot requirement is perfection in formation flying.

2. Purpose of Test:

The reason for my desire to attempt a hook-on tow flight was to determine whether the development was sound and practical for ferry use. My flying experience includes some 4600 hours in various types, mostly in single-enginged equipment below 500 horse power with no formation experience using constant speed or electric propellers or fast equipment. My last formation flying was in O-46's two years ago, and I am a 1928 graduate of Bombardment at Kelly Field with no formation training to speak of since.

I purposely requested a tow with a minimum number of hours on P-39's and other ships of comparable horse power and speed. When my first hook-on was made, I had a total of 2½ hours and five landings in P-39's, and when attempting the actual hook-on in flight I found myself very rusty on formation flying which caused me to over-control and be tense. In spite of this however, the hook-on was made successfully. It is my opinion that anycombat fighter pilot would have little difficulty.

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3. Equipment:

A glider release is installed on the tail of the tow plane and another release on the side of the fighter fuselage bolted to a plate at the approximate center of gravity. A Nylon rope is attached to the release on the fighter and runs over the leading edge to the underside of the wing, where it curves back and forth out to the wing tip, being held in place with masking tape. The end of the rope is attached to a special hook which extends beyond the wing tip and pointed downward, with a safety latch. The tow plane trails a steel cable with a small sock on the end. Small streamers are attached to the cable in order to make it readily visible.

4. Operations:

The fighter pilot flies up along side of the B-17 in the normal formation position, being in radio contact. He then drops back below the slip stream and passes his wing tip over the steel cable at a point about in the middle, then by skidding off to formation position again he is able to pull the cable to one side while it is slipping through the hook until the end of the cable jams in the hook and pulls the Nylon rope out from under the masking tape. By this time, the pursuit is in normal formation position with a rope and cable tow line attached from the side of the fuselage to the tail of the tow plane. By applying full rudder, it is possible to throttle back, still maintaining the same position. By cutting off the engine and feathering the propeller, the blades will become stationary and it is possible to fall back into direct tow just below the slipstream of the tow ship. The pilot's fatigue is less in this position than when normally flying the fighter, as there is no noise or vibration and the aircraft assumes a normal position of flight. This does not require as much concentration on behalf of the pilot.

In order to release, it is only necessary to pull the glider release, but it is preferable to first go out to a formation position and start the engine by wind-milling while still in tow.

5. Test:

Before making the test myself, Major Marcus Cooper made a hook-on which I observed from the B-17. It is important that the pursuit pilot have a visual picture of the whole operation firmly in his mind before attempting same. This can be done with motion pictures, but

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preferably by actually seeing the hook-on done by someone else, as it is easy to cut the cable with the propeller or cause undue stresses on the tow devices.

At the suggestion of Col. Gillespie, I made three more landings in a P-39 before trying it in order that M ight feel more at home in the ship. At that time I had only one hour and two landings at Bolling Field.

When I first attempted a hook-on at 10,000' in smooth air, I found that as soon as I had my wing tip in contact with the tow cable, my natural reaction was to commence throttling back, which permitted a bad situation. Due to over-control, I found that my wing had passed under the cable and that I was sliding aft due to having retarded the throttle. I was conscious of being quite tense. Upon pulling off to the side and making another pass at the line with my wing tip, I engaged and ran off to the side more rapidly than I should, so much so that Major Cooper, who was piloting the B-17, was ready to release me as it appeared that a severe jerk might be encountered, but I counteracted in time. I immediately throttled back to commence towing and found that full rudder was necessary. The rudder tab was put to a full position, but still a slight additional pressure was necessary and I found it difficult to make myself keep any altitude above the B-17. When a normal step-up formation position was obtained, the tow became easier than on the same level or a little below, where the ship seemed to be pulled sideways and controls did not react as well. This is due to the tow force being exerted above the C/G unless step-up formation is maintained.

The propeller was put to full feathering and stopped. I dropped back to direct tow position behind the ship and had neutralized the rudder adjustment and was in the process of closing the coolant shutters when the release mechanism on the P-39 disengaged.

It was not difficult to start the engine by wind-milling and we returned to Wright Field. I am disappointed in not having completed the whole tow; also in my deomonstration of over-controlling in formation flight.

6. Development History:

Tests in tow work have been carried on for sometime at Wright Field, which originally started with a yoke around the propeller. Work

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on this side tow was first engaged in by the Naval Aircraft Factory, where a PB2Y towed Grummans successfully. The Navy supplied Wright Field with the information on the results of their tests. Credit for further satisfactory development at Wright Field is due to the diligent work of the following persons; Major Marcus Cooper, Col. Ernest Warburton, Col. Gillespie, Col. Putt and Lt. Lundquist.

It was my understanding that the development had been perfected before I requested permission to attempt tow myself. It is my opinion that the development is now complete and that a minimum of fatigue in fair weather is encountered by the pilot in the pursuit. I talked with Major Resch, flight surgeon, who ran the Schneider test on Lt. Lundquist after his 1,940 mile tow, and there is no doubt in my mind that he was completely relaxed and at ease throughout the entire trip and was able to move around in hisseat more freely than he could if in normal flight.

A total of eight hook-ons have been made by six different pilots, all of which were successful in the first attempt. On the ninth hook-on the rope was cut by the prop due to a fighter pilot being too anxious. The tenth was successful and the eleventh was the 1,940 mi. tow. The twelfth was successful; the thirteenth, by the undersigned, was successful but the release mechanism was faulty, however, this is being remedied. A B-23 has also been used for towing.

7. Ferry Use:

From the information available, it was found that the indicated air speed on the B-17 dropped from 167 mph to 150 mph when towing one P-39. A point of interest is that it requires approximately 500 horse power to keep the P-39 in flight. Since this is distributed over four-engines on the B-17, it takes 125 horse power off of each engine for maintaining the same speed.

If the ATC were to tow fighters to Teheran, they could be delivered with less than 10 hrs. on the engines, but the time would be distributed over the engines of the tow plane. From a tactical point of view, the ferrying of a number of fighters in this manner might be of very great advantage in certain theaters. I would be very glad to work on any further development along these lines in the ATC where it might require

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the coordinating of operations between the Transportation Division and the Ferrying Division. The operation must be in the warmer climates where fronts are not encountered as instrument flying is impossible. Further tests in turbulent air should be attempted.

A. F. DuPont Jr.

A. F. DUPONT, JR.,
Major, Air Corps,
Headquarters, G-3

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Address reply to:
Commanding General
AAF Materiel Center
Reference:MCC:do:50

Wright Field, Dayton, Ohio
September 3, 1942

Towing of Fighter Aircraft

Manager, Naval Aircraft Factory
United States Navy Yard
Philadelphia, Pennsylvania
Attention: W. H. McClure, Lt. Commander

1. For your information an endurance tow was accomplished August 31, in which a B-17C towed a P-39 airplane a total distance of 1,900 miles. Flight time of both airplanes was 10:10 hours, of which 9:50 hours were in tow. At the end of eight hours of tow, the fighter pilot wanted to continue; therefore, at his request, the flight was continued for another 1:90 hours. The fighter pilot read three magazines during tow, looking up between paragraphs to maintain his position.

2. A physical examination by a flight surgeon was made prior to above flight and repeated within 45 minutes after landing, with the following results:

Schneider rating before flight - 14
Schneider rating after flight - 16

The flight surgeon reported fighter pilot to be in excellent condition, physically and mentally after termination of flight.

3. It is considered by this office that the method of ferrying fighter airplanes when contact weather is available, has been developed to the stage where it can now be employed successfully. It is not recommended that a tow be attempted in any instrument weather until such time as a successful instrument is developed that will enable the towed airplane pilot to maintain his relative position with the tug airplane. Any suggestions that the Naval Aircraft Factory might offer will be appreciated by the Materiel Center.

4. Along this line it is wished to inform the Naval Aircraft Factory that the Materiel Center has experimented unsuccessfully with an "Angle of Dangle" instrument which gives the variation of angle taken by the tow cable from the point of attachment on the towed airplane.

MX-200
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Naval Aircraft Fac ry
Towing of Fighter Aircraft
September 3, 1942

Under investigation now are units utilizing infra red light, and a cathode ray tube; however, these may prove to be too bulky to be used in a fighter. What is needed is some means of incorporating the relative position of the tug into the present artificial horizon and directional gyro of the fighter.

5. The Materiel Center will be glad at any time to demonstrate to Lt. Commander W. H. McClure, and other interested personnel of the Navy, the improvements that have been made here on their already successful method of towing. Also the pilot who made the 9:50 hour free ride in the fighter will be glad to give his reactions.

For the Commanding General, Army Air Forces Materiel Center:

L. O. CARROLL,
Colonel, Air Corps,
Chief, Experimental
Engineering Section

MX-200

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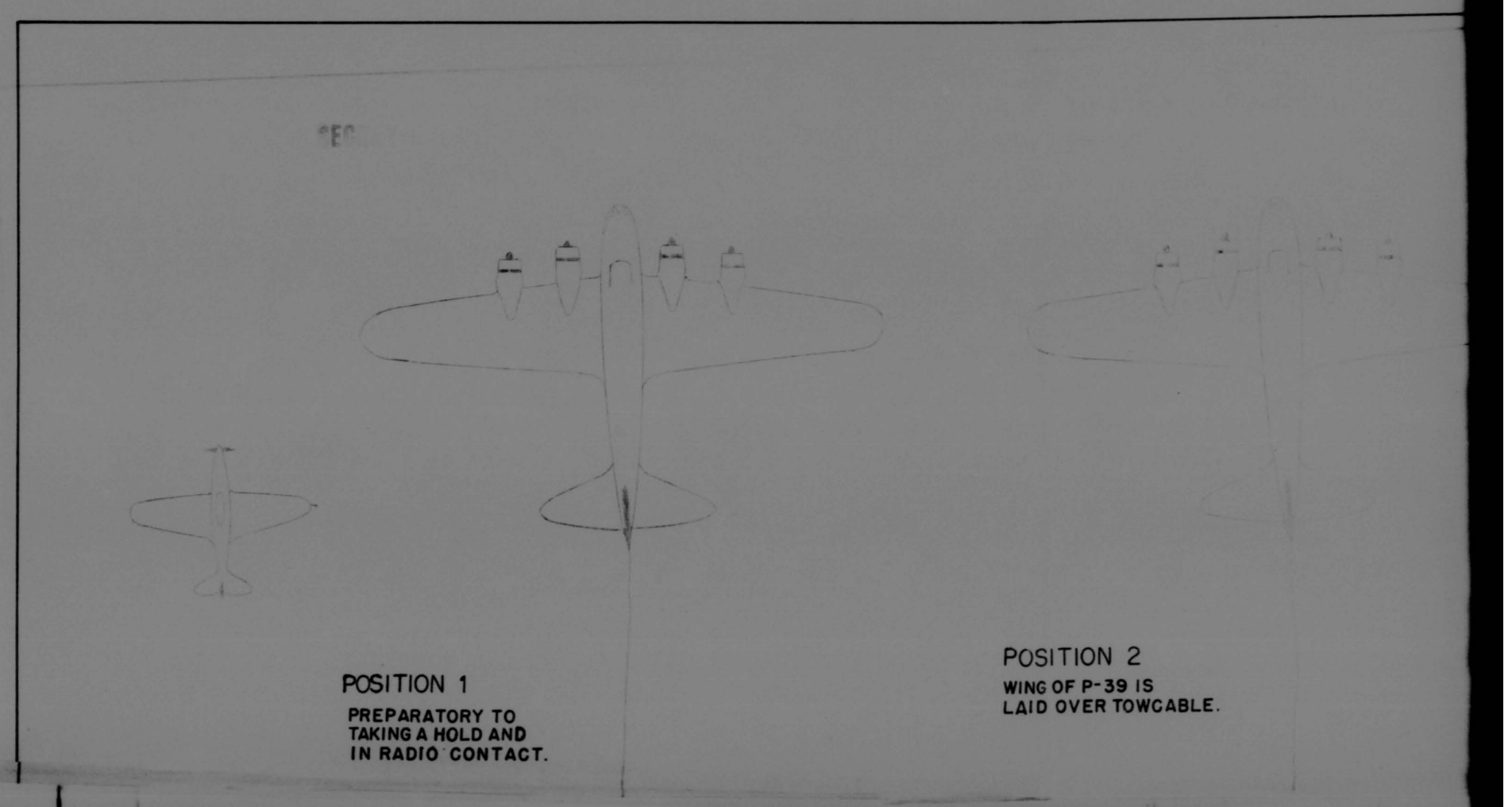

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CABLE.

POSITION 3

THE HOOK IS ATTACHED OVER THE TOW CABLE, AND THE P-39 FLOWN TO FORMATION POSITION.

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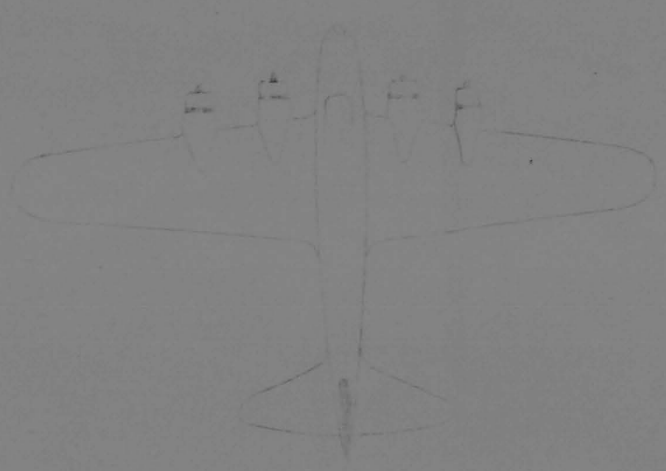
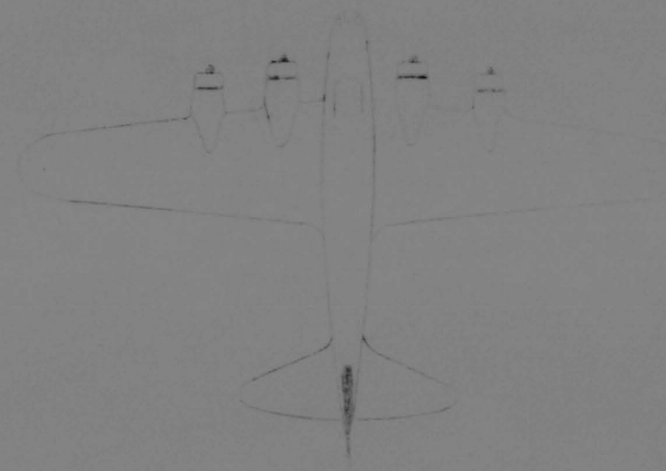


POSITION 4

THROTTLED BACK TO SIDE-TOW POSITION WHERE PROP. CAN BE FEATHERED.



POSITION 5

FOR SUSTAINED TOW.

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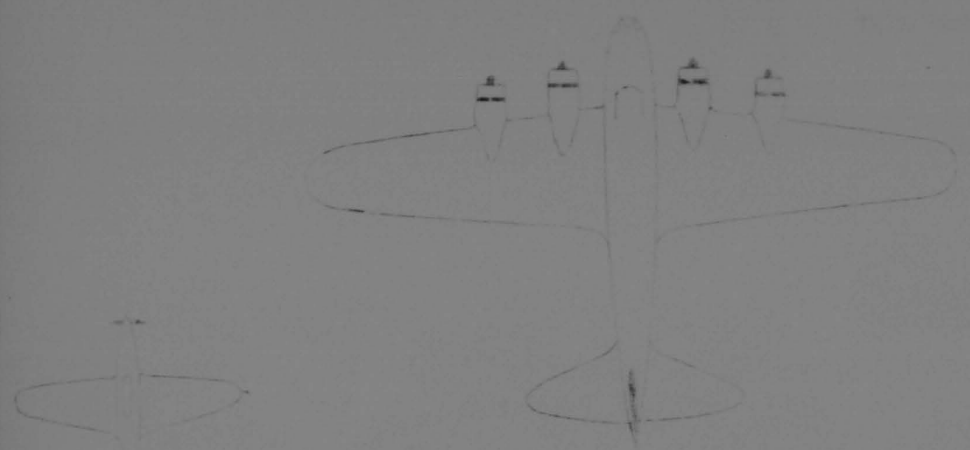

POSITION 1

PREPARATORY TO
TAKING A HOLD AND
IN RADIO CONTACT.

POSITION 2

WING OF P-39 IS
LAID OVER TOWCABLE.

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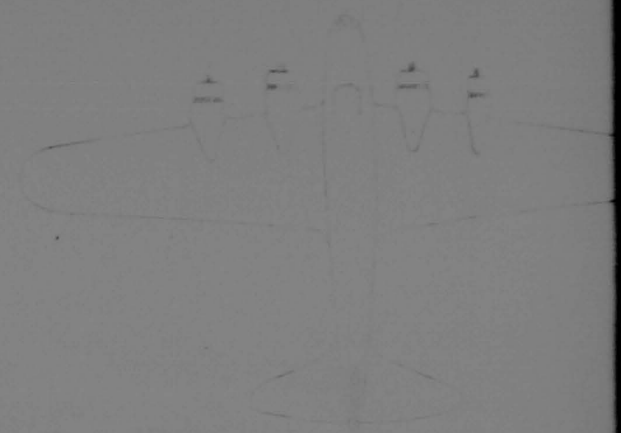
POSITION 3

THE HOOK IS ATTACHED OVER THE TOW CABLE, AND THE P-39 FLOWN TO FORMATION POSITION.



POSITION 4

THROTTLED BA
SIDE - TOW POSI
PROP. CAN BE FE

INSTALLATION OF NYLON ROPE HELD TO BOTTOM SURFACE OF WING WITH MASKING TAPE.

TYPE P-39

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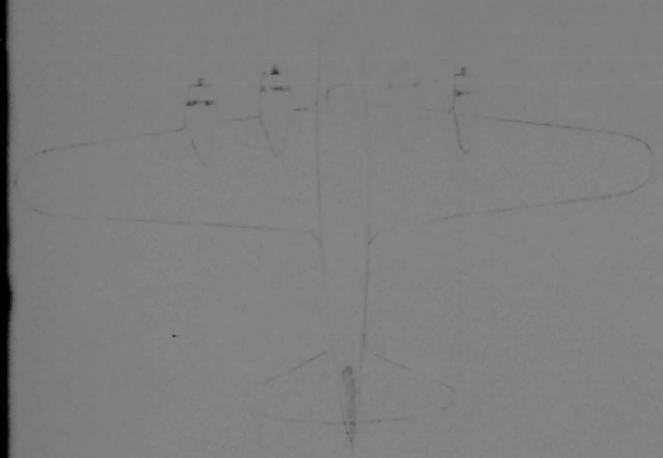

POSITION 4

THROTTLED BACK TO SIDE - TOW POSITION WHERE PROP. CAN BE FEATHERED.

POSITION 5

FOR SUSTAINED TOW.

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[redacted]

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AAF JET PROPULSION RESEARCH

1. [While visiting England in 1941 the CG, AAF, became interested in the possibilities of gas turbines and jet propulsion for aircraft. Conferences were held in September, 1941, attended by key officers of the Air Staff, together with representatives of General Electric Company and the Bell Aircraft Corporation, at which General Electric agreed to build the English Whittle engine and to carry out jet propulsion development and Bell agreed to build a suitable airplane. General Electric and Bell collaborated closely with the Air Staff and Air Technical Service Command, and by 1 October 1942 an XP-59A Bell airplane, powered by two General Electric type I jet propulsion engines, made its first flight at Muroc Dry Lake, California.]

[redacted] 1

2. [Jet propulsion differs from other methods of propulsion for aircraft, in that matter is ejected from the propelled body in order to create momentum. This matter might be carried in the body such as in the case of a rocket or taken in from the surrounding medium in which the propelled body moves as in the case of thermal jet or gas turbine propulsion. Both the rocket and gas turbine types of jet propulsion are being developed and produced by the AAF. There are two general types of thermal jet units - the first type, now in production, is the gas turbine for jet propulsion and the second is the gas turbine for propeller drive.

3. The gas turbine operates on the following principle:

a. For a pure jet unit, air is drawn in at the forward end, compressed by the compressor, passed into combustion chambers where the air temperature is increased by combustion of a fuel such as kerosene or gasoline. From here the hot gases expand through a turbine wheel which absorbs

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sufficient energy to drive the compressor and accessories. The energy remaining in the gases is used to produce a high velocity jet. Thrust is developed through reaction of this high velocity discharge.

3. In a jet unit or [illegible] is the source for the turbine which gets sufficient energy from the turbine wheel to drive compressor, accessories, and any propeller shaft.

4. The rating of the turbo jet engine is given in pounds of static thrust. To translate thrust into horsepower, the airspeed must be known. For example, at 375 MPH an engine of thrust would develop [illegible] horsepower. To obtain brake or shaft horsepower, one must divide thrust horsepower by the efficiency of the propeller.

5. [illegible] Bell 1 - Lockheed 1 -

6. As previously noted, the Bell P-59 is the first AAF airplane of a jet propulsion airplane. It is a twin engine, all [illegible] pursuit, fighter originally intended as a high altitude fighter. The speed of this airplane is of the order of 413 mph at 10,000 feet.

7. The Lockheed P-80 will be our first combat jet propulsion airplane. The P-80 has a high speed of 560 mph and is the fastest AAF airplane in existence. The handling characteristics are excellent and the rate of climb is comparable to any modern fighter. On a limited mission, [illegible]

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equipped with external fuel tanks, the maximum range at 35,000 feet altitude was 1,500 miles. The revised production schedule for this airplane calls for an ultimate production of 150 airplanes per month for an indefinite period and a study is now underway to increase this production to 250 airplanes per month should military necessity arise.

9. The Republic XP-84 currently under development will exceed the performance of the P-80, and is expected to be our future, super fighter. The XP-84 is similar in configuration to the P-80 except that the new General Electric TG-180 jet engine is incorporated in lieu of the I-40, and that the new caliber .50 guns will be installed instead of the caliber .50 guns as installed in the P-80. The airplane will carry 435 gallons of fuel and the airplane will have a combat radius of action of 700 miles. These experimental articles are on order and the first flight article is currently under-going installations with deliveries to begin in December 1945. The production consists of 100 of these aircraft.

10. The XP-79B, developed by Northrop, is a flying wing, low-range fighter type airplane with two pilots in a prone position. The airplane is powered by two Martin-Baker jet propulsion engines, each developing 1,000 pounds static thrust and which will give the airplane a high speed of 550 mph. This airplane is a flying wing, is highly experimental and no production commitments have been made.

11. The Vultee XP-81 airplane is a long range fighter, powered with a General Electric TG-100 gas turbine engine driving a propeller and an I-40 jet engine in the rear of the fuselage. The gross weight will be 17,000 pounds and the airplane is expected to have a range of 3,000 miles with a high speed of 500 miles per hour or better. The TG-100 engine is used for cruising with the I-40 to be brought into operation for high performance demands. Two flight articles are on order, and the first flight article is

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of 4,000 lbs. will soon be realized. The engine weighs 1,850 lbs., is 48" in diameter, and 106.8" long. A total of [illegible] engines is presently on order, about 20 of which have been delivered to date. Production of this engine is being accomplished by General Electric at Syracuse and by General Motors at Indianapolis. This engine is being used in the Lockheed P-80, Vultee XP-81, and Bell XP-83.

d. General Electric TG-180. This is a pure jet unit developed at General Electric, Schenectady, New York. It has an axial flow compressor and delivers 4,700 lbs. static thrust at Sea Level. The unit weighs 2,200 lbs., is 38" in diameter, and 168" long. Eight of these units have been built to date, most of which are being used for extensive experimental testing. This unit is to be used in the Douglas XB-43, North American XB-45, Republic XP-84, and is also being considered for application in a Curtiss-Wright XP-87 and a Boeing medium bomber. Facilities for the production of a large number of these units are now being set up.

e. General Electric TG-100. This is a gas turbine for propeller drive. It has an axial flow compressor, weighs 1,950 lbs., has a diameter of 39" and is 111" long. At design speed and altitude this unit delivers 2,400 equivalent shaft horsepower. Approximately 75% of this output is derived from the propeller and the balance from the high velocity jet exhaust. [illegible] engines have been delivered for experimental testing. This unit is to be used in the Vultee XP-81, in a service test quantity of Curtiss-Wright C-46's, and in a Navy fighter. Facilities for the production of a large number of these units are now being set up.

f. Northrop Alpha-1500. This is an axial flow gas turbine driving a propeller, which is expected to produce 3,800 shaft horsepower at Sea Level.

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Its weight is 3,415 lbs. and dimensions are 40.5" diameter by 85.75" long. Two engines are presently on order, none of which have been delivered. It is to be noted that the above engine is a joint Army-Navy development. An additional engine (Improved version) is presently being considered by the Army Air Forces which, it is anticipated, will deliver 4,000 shaft horsepower at Sea Level. No airplane application exists for either of these engines.

g. Lockheed L-1000. This is an axial flow turbo-jet propulsion engine that, it is anticipated, will deliver 5,400 lbs. static thrust maximum and 3,600 lbs. static thrust normal at Sea Level. It weighs 2,750 lbs. and dimensions are 28" diameter by 117" long. One engine is presently on order and none have been delivered to date. No airplane application exists for this engine.

h. General Electric TG-180. This is an axial flow combination propeller and jet propulsion unit which is based on the TG-100 design. Plans call for approximately 75% thrust from the propeller and 25% thrust from jet reaction. At the present time, it is unknown whether or not development will be undertaken on this engine because of other plans for larger gas turbines now being formulated.

i. General Electric Gas Turbine. This is an 10,000 HP (Sea Level) axial flow gas turbine, incorporating dual rotation propellers, development of which is being considered by the Army Air Forces. It is anticipated that this unit will develop 8,000 HP at 25,000 feet. No airplane application for this engine presently exists.

j. W.E.C. Gas Turbine. This is a gas turbine incorporating a propeller, development of which is being considered by the Army Air Forces. Anticipated performance is 5,000 shaft horsepower at Sea Level. No airplane application for this engine presently exists.

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k. General Electric 21 Unit. This is a modified [illegible] type turbo-compressor, redesigned so as to be used as a turbo-jet propulsion unit for a robot bomb. It was anticipated that this unit would develop 600 lbs. static thrust at Sea Level; however, this has not been realized and the fact that the unit is considered too small has caused further development to be curtailed.

l. Intermittent Jet Engine. This is a field built copy of the German intermittent jet engine used on the V-1 robot bomb, which develops approximately 930 pounds thrust at 300 MPH at Sea Level (use in production).

m. Rocket Types. Numerous types of rocket power plants have been under development for some time, or are presently being studied. These include solid propellant motors, liquid propellant motors, and the ram-jet or aerodynamic duct (Ramjet), better known as Ram Jet. Motors utilizing solid propellants have thus far been severely confined to assisted take-off devices. Motors utilizing liquid propellants, while being considered principally for assisted take-off purposes, have also been considered in connection with application to aircraft (both flying missiles and personnel carrying aircraft.) Probably the most interesting of these applications to date is the 1,000 pound static thrust unit known as Aerojet, which uses red fuming nitric acid and aniline for fuel. (Application - XP-79).

n. 20. The Ram Jet and its variations appears to offer potential usefulness at sonic and super-sonic velocities. This is generally exemplified by the intermittent jet engine used on the V-1 robot bomb, wherein a bank of valves is introduced to facilitate propulsive efficiency below sonic velocity. Studies undertaken to date appear to indicate that at sonic or super-sonic velocities the valve bank feature can be dispensed with by means of having available sufficient ram pressure to offset pressure generated within the unit, thereby

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result in a true transonic airplane.

12. In examining future methods of propulsion for military aircraft it is indicated that the conventional engine-propeller combination is not in danger of becoming obsolescent in the immediate future. In other words, the conventional engine-propeller combination is expected to offer a satisfactory means of propulsion during the interim period from the present to such time as aircraft characteristics required by performance dictate the necessity for a different method of propulsion. The transition to a different type of propulsion (presumably jet propulsion in one of its various forms) is, however, inevitable and may possibly appear somewhat sooner than heretofore anticipated, particularly in view of rapid progress made in the field of jet propulsion within the past 2-1/2 years.

13. In attempting to outline generally the course along which the development of power plants for military purposes should progress, it is believed that guidance can best be obtained by reviewing development under way or being studied at the present time. This will not only furnish a means by which to trace progress made to date, but will give a fairly clear view of the general trend of experimental thinking. By examining the above procedure, it will be seen that aircraft presently in use could have appeared feasible a few years ago and by the same token much can be expected within the next fifteen or twenty years that potentially predicts aircraft capable of speeds of 1,000 MPH, flight at altitudes of 75,000 feet, bombardment aircraft remotely piloted to target areas, remotely controlled interceptor type aircraft, long range artillery in the form of remotely controlled missiles capable of being directed to pinpoint targets, and any number of other possibilities. Of necessity, however, all of the foregoing potential ideas must be reduced to a status that can be reasonably expected to materialize by a concentration of engineering skill and

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effort. To this end, a comprehensive and flexible program, as well as a substantial outlay of funds, are vitally necessary.

13. It is indicated from the present trend of development that military aircraft are rapidly approaching speeds which make it difficult for the conventional engine-propeller combination to compete with more advanced forms of propulsion. This is particularly emphasized by performance capabilities of jet propelled aircraft in this country, as well as those employed by the enemy. As previously pointed out, the conventional engine-propeller combination, together with indicated improvements, may generally be expected to meet the majority of requirements during the transition period between employment of military aircraft as they are now known, and such types of aircraft as scientific development will enable and military necessity will dictate for the future. It is therefore believed fundamentally sound to assume that jet propulsion will be the type of power plant necessary for future types of aircraft.

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By Authority of The Commanding General Army Air Forces
18 Dec. XX WWS.
Date Initials

GERMAN JET-PROPELLED AIRCRAFT

1. Some Technical Aspects.

When we come to a consideration of German jet-propelled aircraft, the first question we ask ourselves is "Why were these planes developed?"

The answer, I think, is this: The German Air Force was desperately trying to overcome the air advantage held by the Allies, and figured that the high speed of the jet planes could overcome our numerical superiority.

Two types of German jet planes are now operational. These are the turbo-jet Messerschmitt 262 and the rocket-propelled Messerschmitt 163. There is a possibility that a third, the Arado 234, will soon appear in combat.

Let me tell you something about the characteristics of these planes. The Me 262 is the most effective jet so far developed. It is used in fighter, bomber and reconnaissance missions, and for ground attack. It is a twin-jet unit, single-seat, low-wing monoplane. The fuselage is fat and cigar-like in shape, with a pointed nose and single tail. The leading edge of the wing is sharply tapered, and the wing tips are blunt. This plane is about 35½ feet long, with a wing span of about 41 feet.

The Me 262 has a normal weight load of around 13,000 pounds. Its propulsion units are the Jumo 004 turbo-jet type, including from front to rear:

1. An eight-stage axial flow compressor.
2. Six radially disposed combustion chambers.

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3. A turbine that drives the compressor.

4. A propulsion nozzle.

The fuel that this plane normally uses is diesel oil. We have discovered that its maximum speed is in the 575-600 mph range at about 20,000 feet, and that its maximum tactical endurance is about one hour. The rate of climb at sea level is reported to be around 4,500 feet a minute. The ceiling of the He 280 is close to 45,000 feet.

Armament consists of two to four 30mm cannon or as many rockets, depending on the kind of mission. The pilot is protected by a four-foot bullet-proof windshield and probably by 15mm armor plate behind him.

The other German jet plane I mentioned as being operational at present, the "rocket-type" He 163, is of secondary importance. It is a highly specialized aircraft that can be used only as a fast, short-range, rapid-climbing interceptor or "alarm fighter". It is a single-seat, odd-wing monoplane that resembles an arrowhead - the wing is swept back sharply and has squarish tips. The fuselage of the He 163 is short and stubby and is abnormally deep in relation to its length. Although this jet has a single, square-cut fin and rudder, no horizontal tail surfaces are fitted.

The wing span of this rocket-type plane is 30 feet, 3 inches, and the length is 19 feet, 6 inches. It is powered by a liquid rocket unit that probably uses hydrogen peroxide as fuel and potassium permanganate as igniter. The great disadvantage of this type of propulsion is, of course, that it has a very high rate of fuel consumption. The fuel load takes up a large proportion of the plane's normal weight.

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Empty, the Me 163 weighs about 3,500 pounds. You can see how greatly the fuel adds to this when I tell you that the loaded weight of the aircraft is about 11,500 pounds.

The speed of this unusual plane is around 600 miles per hour, with an estimated rate of climb of 5,000 feet per minute at sea level and 10,000 feet per minute at 40,000 feet. It has been seen climbing almost vertically.

The endurance of the Me 163 with full power is said to be ten to twelve minutes. But I have reports that, with power-off glides, the plane's endurance [redacted] can be stepped up to forty minutes.

Armament of this plane is at least two 20mm cannon or two 30mm cannon in the wing roots. Armor protection is not definitely known but is probably light, for the pilot can rely on the plane's speed for safety. Some form of assisted take-off may be used to launch the Me 163 on its combat flights.

I mentioned a third type of jet plane as something we shall possibly have to face before very long—the Arado 234. It is of the Me 262 type, and is known to be a twin-jet unit. It is a shoulder-wing monoplane with a wing span of about 45 feet and a length of about 37 feet. It will doubtless be used in the same way as the Me 262, but with the bomb load increased to some 4,400 pounds.

2. Tactical Employment.

Now I want to tell you a few things about the German jet planes as they have been used against us in combat. The GAF first employed the Me 262 and Me 163 in late July and early August 1944 in attacks on Allied photo planes. Operating singly or in numbers as high as four, they

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swooped down from out of the sun on these photo planes and, in some areas, actually drove them out of the skies for a few days. As a result, we were forced to organize effective fighter escort for photo aircraft.

Both these types of jet planes were also employed in August in a series of maneuvers against AAF heavy bomber daylight missions. The Me 163s, usually alone or in small formations, tried out experimental maneuvers against our bombers. They seldom opened fire but rather indulged in fancy up and down, fly-through tactics like youngsters showing off a new toy. Their climbs, dives, rolls and level speeds were phenomenal, but their turning radius was usually wide. In September, Me 163s, both alone and flying with conventional fighters, began to attack AAF heavy bombers, especially stragglers. They also concentrated on isolated squadrons or groups. Their favorite attack was a five o'clock low approach to the low squadron of a group, followed by a fast barrel-roll up through to the high squadron and a breakaway at nine o'clock. The actual damage to our bombers attributed to Me 163s has been slight, yet their roller-coaster dives through our formations have caused serious confusion. I can also tell you that these dives have permitted accompanying conventional German fighters to increase their score.

But, in spite of the spectacular characteristics of Me 163s, it is the Me 262s which have developed into a potential threat to our air supremacy. Their early successes against photo planes were followed rapidly by attacks on AAF bomber formations and on the fighter escort for our bombers. Now there are reports that these planes have been

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employed as night fighters. While they have not shown a liking for steep dives or climbing turns, in most other flying characteristics the Me 262s have flown rings around our fighters and bombers, usually escaping scot-free. These aircraft have been destroyed only when Allied fighters have caught them at a serious disadvantage and have smothered or boxed them in by sheer numbers. Their attacks on bombers and fighters are somewhat conventional, and from all clock directions, with a preference for sneak attacks.

As most of you doubtless recall, Me 262s also were used very effectively as bombers in the Nijmegen area in early October. Flying singly, at speeds indicated by antiaircraft radar predictors as over 525 miles per hour, they most often attacked:

1. At dusk, coming in at 1,000 feet and diving to 500 feet near the bridge.
2. During the day, coming in at 25,000 feet in a glide estimated at 15 degrees, diving to 18,000 feet.
3. At night, coming in at 12,000 feet, diving to 8,000 feet.
4. In trail at 5,000 to 6,000 feet, staggered so that the first aircraft screened those following from radar detection.

Under these conditions of high speed and rapid change of height, radar and predictors of heavy antiaircraft guns were practically useless. In addition, RAF Spitfire XIV and Tempest Groups, assigned to patrol the bridge area, were able to knock down only one Me 262, during a three-week period.

By attacking jet manufacturing and assembly sites, by strafing

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jet airdromes, and by crowding them in the skies, we have held down this threat to our air power, but we most decidedly have not solved the problem as yet.

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NOTES FOR SPEECH ON

JET AND ROCKET PROPELLED AIRCRAFT

ARMY AIR FORCES DEVELOPMENT AND USE

1. In 1941, CG, AAF, while visiting England became interested in possibilities of gas turbines and jet propulsion for aircraft. Result was that

a. Conferences were held in September 1941, attended by key personnel from Air Staff, Bell Aircraft Corporation, and General Electric.

b. General Electric agreed to build British Whittle engine and to carry out developmental work; Bell agreed to build airplanes.

c. First flight of AAF jet propelled airplane: XP-59A built by General Electric and Bell, in collaboration with Air Staff and Air Technical Service Command, at Muroc Dry Lake, California, 1 October 1942.

2. Describe jet propulsion: principle is essentially that of old-fashioned July 4th sky rocket. Momentum is created by ejecting matter from the propelled body. Matter ejected may be either

a. Carried in the body of the airplane: this is the pure rocket type;

b. Taken from surrounding medium; this is thermal jet or gas turbine type.

3. Describe operation of gas turbine: air is drawn in at forward end, compressed and passed into combustion chambers. Temperature is then increased by combustion of fuel such as kerosene or gasoline. Hot gases expand through a turbine wheel which absorbs sufficient energy to drive compressor and accessories. Energy remaining in gases is used to produce high velocity jet. Thrust is developed through reaction of this high velocity discharge.

4. Jet Propelled Aircraft being developed by Army Air Forces:

a. Bell P-59 (first of its kind in AAF): twin engine; 10,500 pound gross weight; speed, 410 miles per hour at 20,000 feet.

b. Lockheed P-80: will be first combat jet propelled airplane; speed, 560 miles per hour, and is fastest AAF airplane in existence; handling characteristics are excellent and rate of climb is comparable to any modern fighter. On simulated mission, equipped with external fuel tanks, maximum range at 35,000 feet altitude was 1,300 miles. Production is scheduled at 450 a month and can be increased if required.

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c. AAF also has under contract: an attack bomber (Curtiss-Wright XA-43), a medium bomber (Douglas XB-43), and a heavy bomber (North American XB-45).

d. Various other types of jet propelled aircraft being developed for Army Air Forces are listed at pp. 3-5 of Tab 1.

GERMAN JET-PROPELLED AIRCRAFT

(See Tab 2 for narrative account prepared by Air Intelligence).

1. Two types of German jet planes are now operational (See large charts for comparison of German types with P-80):

a. ME 262 (most effective jet so far developed): used in fighter, bomber and reconnaissance missions and for ground attack.

b. ME 163: "Rocket type", is of secondary importance; it is an "alarm fighter", which is fast, has rapid climb but short range.

2. Tactical Employment of GAF Types

a. First employed ME 262 and ME 163 in late July and early August 1944, in attacks on Allied photo planes. In some areas we were actually driven from the skies for a few days.

b. In August they also engaged in maneuvers against Army Air Forces heavy bomber daylight missions; seldom opened fire, but indulged in fancy up-and-down fly through tactics like youngsters showing off a new toy. Then in September they began attacking our heavy bombers.

c. ME 262s, often flying at 525 miles per hour or more, were also used effectively as bombers in Nijmegen area in early October.

3. Counter-measures to GAF jet-propelled aircraft:

a. Attacks on manufacturing and assembly sites.

b. Strafing jet airdromes.

c. Crowding GAF jet aircraft in skies.

.....But this problem definitely has not yet been solved.

1. Advantages of jet propelled aircraft over propeller driven types:

a. Speeds formerly thought impossible, even in excess of sound (supersonic), can be achieved. (AAF is even now developing a plane

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with anticipated speed of 750 miles per hour at 35,000 feet. This plane will be developed by Bell as soon as basic data is complete).

b. Greater altitudes can be reached.

c. Engine power in relation to weight will be greater.

d. Payload will probably be greater, and longer distances can be covered.

e. Costs of operation will probably be lower because of lower cost of production and maintenance.

f. Wide variety of fuels, many of them cheaper than high octane gasoline can be used.

2. When will these new methods of aircraft propulsion supersede conventional engine-propeller combination?

a. Present types will probably continue for a period of time. Revolutionary change will not come over-night.

b. Nevertheless, transition to a different type of propulsion (presumably jet-propulsion in some form or other) is inevitable.

c. In reasonable future it may be predicted (on basis of our experience in past 2-2½ years) that aircraft capable of speeds of 1,000 miles per hour, and reaching altitudes of 75,000 feet will be developed.

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NOTES FOR SPEECH ON

JET AND ROCKET PROPELLED AIRCRAFT

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b. General Electric agreed to build British Whittle engine and to carry out developmental work; Bell agreed to build airplanes.

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a. Carried in the body of the airplane: this is the pure rocket type;

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3. Describe operation of gas turbine: air is drawn in at forward end, compressed and passed into combustion chambers. Temperature is then increased by combustion of fuel such as kerosene or gasoline. Hot gases expand through a turbine wheel which absorbs sufficient energy to drive compressor and accessories. Energy remaining in gases is used to produce high velocity jet. Thrust is developed through reaction of this high velocity discharge.

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c. Engine power in relation to weight will be greater.

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2. Tactical Employment of GAF Types

a. First employed ME 262 and ME 163 in late July and early August 1944, in attacks on Allied photo planes. In some areas we were actually driven from the skies for a few days.

b. In August they also engaged in maneuvers against Army Air Forces heavy bomber daylight missions; seldom opened fire, but indulged in fancy up-and-down fly through tactics like youngsters showing off a new toy. Then in September they began attacking our heavy bombers.

c. ME 262s, often flying at 525 miles per hour or more, were also used effectively as bombers in Nijmegen area in early October.

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b. Strafing jet airdromes.

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.....But this problem definitely has not yet been solved.

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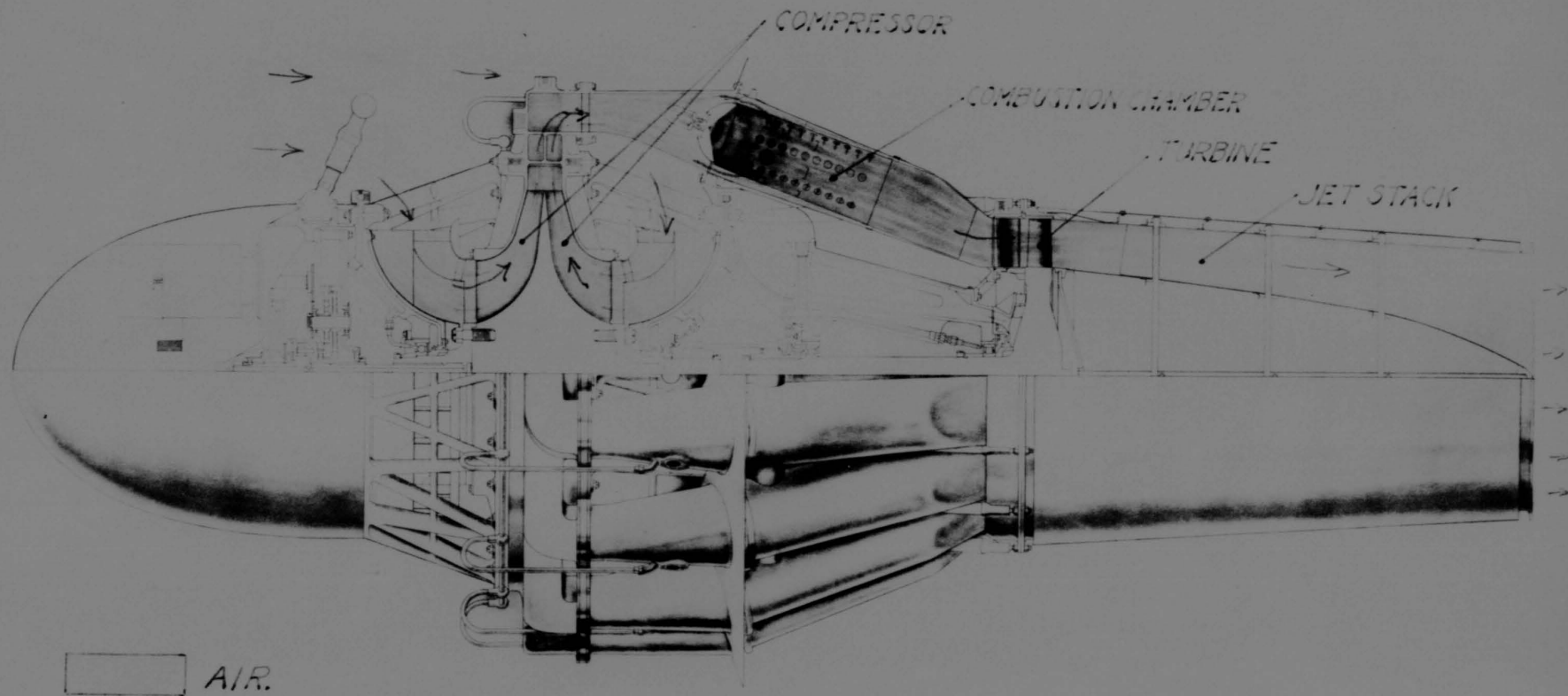

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HEADQUARTERS AAF

ROUTING SLIP

TO ➡ OFFICE & INDIVIDUAL IN TURN	DATE FORWARDED
1. Col Dean	12/19
2. 3E 1015	
3.	
4.	
5.	

FOR ➡ FOLLOWING ACTION(S) AS CHECKED

COORDINATION	NOTE AND RETURN	INFORMATION
NECESSARY ACTION	RECOMMENDATION	FILE
SEE ME PHONE ME	APPROVAL	SIGNATURE

COMMENT

Adm Comment —

Note

Orally discussed

with Col

JJ

LLK

FROM ➡	OFFICE & INDIVIDUAL	PHONE

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AFAEP
ISK:jrl 5833
12/17/44

18 December 1944

MEMORANDUM FOR AIR VICE MARSHAL WILLOCK:

Subject: Information on Jet Aircraft to be Given to Monsieur Tillon

1. Please pass my personal comment on Waltz 95 to the Chief of Air Staff substantially as follows.

a. I have no objection to the proposal set forth in your Waltz 95 to Willock. It is noted that your message does not indicate your intention to release any information that is classified as higher than "Restricted". I agree in your final observation that it will be necessary progressively to release information to our other Allies as our jet aircraft come into general use against the enemy and await the receipt of your views on this subject with interest.

For the Commanding General, Army Air Forces:

L. S. KUTER,
Major General, USA
AC/AS, Plans

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16 December 1944

BEGINS: Personal for Arnold from Portal.

1. As I think you know M. Tillon, the French Air Minister, will be in this country on a visit from 17 December to 21 December. In the course of conversation we feel he will very likely raise the question of jet aircraft and what can be done towards helping the French to get up to date in this technique.

2. If he does so, we propose to let him have such general information as will enable the French to give preliminary thought to the problem. This will exclude any technical details but will show, for example, what alterations in airfield lay-out are required. The type of manufacturing capacity and any special experimental equipment needed in manufacturing or developing the engine. We will also give him some indication of the manpower required in production as compared with reciprocating engines of corresponding power.

3. Should he ask for further details we will refuse stating that we have always treated such information as highly secret and have strictly limited its circulation to those persons in this country and in the U.S.A. who are actually working on it. We would make the point that most strict security rules are needed, since if there were any leakage to the enemy he might be enabled to improve his own engines substantially within a reasonably short time.

4. We do not propose to offer to show M. Tillon any jet aircraft or engines in action or being built. On the other hand if he asks

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us to do so we may have to allow him a sight seeing demonstration of the Meteor I but would not go beyond this. As he is unaccompanied by technical experts I am sure you will agree that such a demonstration would be innocuous, particularly as several French officers have already become aware of its general characteristics in the course of their duties. We will of course keep such a demonstration as quiet as possible and will avoid it if we can so as not to encourage the Russians to ask for a similar demonstration, which would be difficult to withhold. Should, however, the Russians ask for similar facilities we will consult with you before granting them.

5. Above refers only to very short term policy to be pursued during M. Tillon's visit. As our jet aircraft come into general use against the enemy we feel that it will be necessary progressively to release information to the French, Russians and other Allies. I am having this subject studied now with a view to submitting proposals to the Combined Chiefs of Staff within the next few weeks.

6. Should be grateful for your early agreement with the above. ENDS

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By Authority of
The Commanding General
Army AirForces
24 Aug XX WHS.
Date Initials

MEMORANDUM FOR

Subject: Large Rocket (V-2)

1. The propulsion unit body, which together with an aluminum burner, is a steel venturi tube of double-walled construction. Principal dimensions are:

Overall length	1460mm (4'-9½")
Internal diameter at leading edge . .	920mm (3')
" " " " " outlet end . . .	735mm (2'-5")
Throat diameter	400mm (1'-3 3/4")

This unit utilizes the double-walled construction in pre-heating the fuel. As the temperatures involved are very high an unknown liquid is used for cooling.

2. The burner unit is located at the forward end of the propulsion unit composed largely of aluminum and contains 18 burner cups, each with a series of jets. The fuel ultimately reaches these cups for combustion.

3. Fuel: More than one fuel is believed to be used - possibly three (3).

Blue-violet and reddish-brown stains have been found and identified as Spirit of Blue and Fluoresceine respectively, and these dye stuffs have been added for identification purposes only. Both of these would be decomposed by hydrogen peroxide, and are unsoluble in gasoline, and neither are suited for nitric acid. Both, however, are soluble in alcohols. The above stains were found in assumed main fuel leads and now makes it appear probable that hydrogen peroxide ($H_2 O_2$) is not the main propulsion fuel, however it almost certainly is used to drive the fuel pump turbine. From the above data it is believed that a nitro-methane fuel may possibly be used.

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HEADQUARTERS ARMY AIR FORCES

SECRET ROUTING

TOP SECRET
By Authority of TE 2 Aug 44
The Commanding General
Army Air Forces
Date Initials

TO:

OFFICE SYMBOL	
ATTENTION:	

FOR:

	COORDINATION		INVESTIGATION		NEC. ACTION
	INFORMATION		RECOMMENDATION		SIGNATURE
	FILE		CONFERENCE		

REMARKS:

The attached report is the latest information available on the Large Rocket (V-2) and the material contained was taken from a recent British report which was completed upon examination of a rocket which fell in Sweden, 13 June 44.

B.M., Jr.

This report was prepared for the signature of the Asst Chief of Air Staff, Intel., and has been forwarded to the Commanding General, Army Air Forces.

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FROM:

NAME: [illegible], Jr., Major, Air Corps	OFFICE SYMBOL: AFIAS/2a
PHONE: 5865	ROOM NO. & BUILDING: Pentagon
	EXTENSION: 52 1655

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3-210, AF

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Memo Re Large Roc.. . (V-2), dtd 2 Aug 44

4. Directional control is thought to be maintained by four (4) bonses projecting to the rear, containing a total of four (4) vanes. Although no evidence suggesting other methods of control has been found it is not probable that the vanes are the only method of control. If such were the case, the missile would be uncontrollable once the propulsion unit ceased to operate.

5. Radio control mechanism consists of three separate portions, namely, (1) a power pack, (2) a receiver, (3) a transmitter.

6. Conclusions:

The existence of a large German long-range rocket is confirmed, and it may be presumed that this rocket is the one which has been seen in reconnaissance photos. Many parts bear evidence of serial manufacture, so it is believed the missile has probably passed the experimental stages. It is much more complicated than the flying bomb and much more costly to produce. Therefore, it is logical to deduce that correspondingly more powerful effects and far greater accuracy are anticipated. It is hoped that available data will enable the thrust and endurance of the propulsion unit to be calculated fairly accurately. Then it should be possible accurately to estimate the gross weight as well as the weight of the war head.

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CONFIDENTIAL.

TELEPHONE DIRECTORY

OPERATION "ARGONAUT."

'X' BRANCH, MALTA COMMAND.

28 JAN. 45.

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NOTES.

1. This telephone directory is divided into the following sections:—

Part I. British Delegation (Offices and Residence).

Part II. U.S. Delegation (Offices and Residence).

Part III. Foreign Office and State Department Staffs.

Part IV. Shipping Staffs.

Part V. Accommodation, Houses, Clubs, etc.

Paat VI. Ships.

2. All telephone faults and queries regarding Signal matters should be notified to the Signalmaster concerned.

(a) Montgomery House. Tel. No. 53

(b) Castille. Tel. No. 112

3. The local Service telephone exchanges serving Naval, Military and R.A.F. Headquarters and Establishments in Malta are connected to both Castille and Montgomery House (Operational) Exchanges.

4. Telephone Exchanges referred to in this directory are abbreviated as follows:—

* Castille Exchange	CAS.
* Montgomery House Exchange	M.H.
Gunner Exchange	GUN.
Dockyard Exchange	DOC.

5. All additions and necessary amendments should be notified immediately to Mr. Armstrong, Administration Officer, Br. Delegation. Tel. No. Castille 74.

* Operation Exchange.

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PART I

BRITISH DELEGATION

(CASTILLE)

	NAME	OFFICE No.	TEL. No.	RESIDENCE	TEL. No.
Chiefs of Staff.					
First Sea Lord.	Admiral of the Fleet Sir A. B. Cunningham	89	CAS 56	Admiralty House	CAS 23
Secretary	Capt. (S) Shaw, R.N.	90	,, 51	,, ,,	,, 23
	Lt. (S) Bussell, R.N.	90	,, 52	,, ,,	,, 23
Clerks		88	,, 118		
C.I.G.S.	F.M. Sir A. Brooke	69	CAS 70	San Anton Palace	Exch.
M.A.	Lt. Col. Boyle	68	,, 69	,, ,, ,,	,,
Clerk	W.O. II Parmenter	67	,, 66	Vernon Club	CAS 130
C.A.S.	Marshal of the R.A.F., Sir Charles Portal	99	,, 58	A.O.C's House	,, 29
P.A's.	Mr. Crawford	98	,, 61	,, ,, ,,	,, 29
,,	S/Ldr. Eeley	98	,, 61	,, ,, ,,	,, 29
Clerks	Sgt. Green	97	,, 60	Vernon Club	,, 130
Gen. Ismay.	Gen. Sir Hastings Ismay	52	,, 29	G.O.C's House	CAS 28
Secs.	Lt. Comdr.(S) McEwan,	51	,, 103	,, ,,	,, 28
,,	Miss Arnold	51	,, 103	Savoy Hotel	CAS 116
C.O.S. Secretariat.	Maj. Gen. Jacob	59	CAS 94	C.R.A's House	CAS 24
	Grp. Capt. Earle	59	,, 95	G.O.C's House	,, 28
	Mr. West	54	,, 76	H.M.S. "Largs"	,, 81/82
	Mr. Drysdale	58	,, 96	,, ,,	,, 81/82
	Miss Le Seur	58	,, 96	Savoy Hotel	,, 116
	Miss Cooper	58	,, 96	Savoy Hotel	,, 116
	Miss Wallace	58	,, 96	Savoy Hotel	,, 116
Clerks	Mr. Morris	49	,, 101	H.M.S. "Largs"	,, 81/92
	Miss Pressman	49	,, 101	Y.W.C.A.	,, 114
Joint Staff Mission.	F.M. Sir H. M. Wilson	87	CAS 123	San Anton Palace	Exch.
	Adm. Sir J. Somerville	87	,, 124	Admiralty House	CAS 133
	(M.A. to F.M. Wilson - Lt. Col. Chapman-Walker	86	,, 122	San Anton Palace	Exch.
	(Sec. to Adm. Somerville - 3rd Offr. Stuart-Clark	86	,, 122	Savoy Hotel	CAS 166
J.S.M. Secretariat.	Brig. Cornwall-Jones	55	,, 77	H.M.S. "Largs"	,, 81/82
	Comdr. Coleridge, R.N.	55	,, 78	,, ,,	,, 81/82
Q.M.G.	Gen. Sir Thomas Riddell-Webster	64	,, 68	Lt. Governor's House	CAS 19
C.C.O.	Maj. Gen. Laycock	93	CAS 55	V.A.M's House	CAS 26/27
P.A.	Jun. Comdr. Long (ATS)	92	,, 53	Savoy Hotel	,, 116
Joint Planning Staff	Brig. Sugden	82	CAS 32	H.M.S. "Largs"	CAS 81/82
	Air Comdre. Dawson	82	,, 33	,, ,,	,, 81/82
	Capt. Grantham, R.N.	82	,, 33	,, ,,	,, 81/82

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PART I—*(continued).*

	NAME	OFFICE No.	TEL. No.	RESIDENCE	TEL. No.
D.D.M.I.	Brig. Peake	81	CAS 30	D.S.O's House	CAS 25
	Brig. Hedd	81	,, 30	H.M.S. "Largs"	,, 81/82
	Capt. Hubback, R.N.	81	,, 31	,, ,,	,, 81/82
	Col. Barry	81	,, 31	,, ,,	,, 81/82
	Grp. Capt. Lee	81	,, 31	,, ,,	,, 81/82
Joint Staff Secretariat.	Col. Capel-Dunn	83	CAS 34	H.M.S. "Large"	CAS 81/82
	Maj. Berry	83	,, 35	,, ,,	,, 81/82
Clerks	Miss Spurway	84/85	,, 120	Y.W.C.A.	,, 114
	Miss Broomfield	84/85	,, 121	,,	,, 114
S.A.C. Mediterranean	F.M. the Hon. Sir H. Alexander	66	CAS 65	V.A.M's House	CAS 26/27
C.O.S.	Lt. Gen. Sir J. Harding	66	,, 65	,, ,,	,, 26/27
M.A.	Lt. Col. Cunningham	65	,, 67	,, ,,	,, 26/27
Defence Office	Mr. Andersen	47	CAS 97	H.M.S. "Largs"	CAS 81/82
	S/O Jackson	47	,, 97	Savoy Hotel	,, 116
	S/O Stoney	47	,, 97	,, ,,	,, 116
Admin. Office	Mr. Armstrong	53	,, 74	H.M.S. "Largs"	CAS 81/82
	Mrs. Butler	53	,, 74	Y.W.C.A.	CAS 114
Typing Pool	Miss Aithie	50	CAS 102	Y.W.C.A.	CAS 114
	Miss Rogers	50	,, 102	,,	,, 114
	Miss Salmon	50	,, 102	,,	,, 114
	Miss Gane	50	,, 102	,,	,, 114
	Miss Shepherd	50	,, 102	,,	,, 114
	Miss Bolingbroke	50	,, 102	,,	,, 114
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PART II

U.S. DELEGATION

(MONTGOMERY HOUSE)

NAME	OFFICE No.	TEL. No.	RESIDENCE	TEL. No.
U.S. Delegation.				
Col. G. A. Lincoln	1	M.H. 49	R.A. Mess	GUN 44
Col. Cary	,,	,,	,,	GUN 14
W.O. Hickey	,,	,,	MQ., Tigne	GUN 24
Maj. Gen. Hull	2	M.H. 51	R.A. Mess	GUN 23
W.O. Bright	,,	,,	MQ., Tigne	GUN 24
W.O. Thompson	,,	,,	,,	GUN 24
Gen. of the Army Marshall	**3**	**M.H. 47**	**R.A. Mess**	**GUN 8 & 43**
Col. McCarthy	,,	,,	,,	GUN 1
Col. Esposito	4	M.H. 48	R.A. Mess	GUN 44
Col. Cooper	,,	,,	,,	GUN 36
Maj. Consodine	5	M.H. 50	R.A. Mess	GUN 14
Maj. Finan	,,	,,	,,	GUN 2
Brig. Gen. Lindsay	6	M.H. 41	R.A. Mess	GUN 48
Maj. Gen. Kuter	7	M.H. 40	R.A. Mess	GUN 9
W.O. Weis	,,	,,	M.Q., Tigne	GUN 24
Brig. Gen. Loutzenheiser	8	M.H. 42	R.A. Mess	GUN 6
Lt. Col. Righeimer	,,	,,	,,	GUN 5
W.O. Holladay	,,	,,	M.Q., Tigne	GUN 24
Col. Deane	9	M.H. 43	R.A. Mess	GUN 1
Lt. Col. Woodward	,,	,,	,,	GUN 7
Lt. Col. McCrae	,,	,,	,,	GUN 7
Maj. Gen. Gross	10	M.H. 54	s.s. "Eastern Prince"	CAS 134/135
Col. R. B. Lincoln	,,	,,	,,	,, 134/135
Lt. Col. Sprague	,,	,,	,,	,, 134/135
M/Sgt. Lipsitz	,,	,,	Vernon Club	M.H. 63 CAS 130
Vice-Admiral Land	**11**	**M.H. 52**	**s.s. "Eastern Prince"**	**CAS 134/135**
Capt. Conway, U.S.N.	,,	,,	,,	CAS 134/35
Mr. Bissell	,,	,,	,,	,, 134/35

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PART II—*(continued).*

NAME	OFFICE No.	TEL. No.	RESIDENCE	TEL. No.
Lt. Gen. Smith	**12**	**M.H. 58**	**San Anton Palace**	**Exch. ***
Maj. Gen. Bull	,,	,,	,,	,,
Brig. Gen. Cabell	,,	,,	,,	,,
Rear-Adm. Smith	13	M.H. 57	s.s. "Eastern Prince"	CAS 134/35
Capt. Jackson, U.S.N.	,,	,,	,,	,, 134/35
Col. Donnelly	16	M.H. 56	R.A. Mess	GUN 2
Lieut. Killough, U.S.N.R.	,,	,,	,,	GUN 12
Maj. Gen. Wood	18	M.H. 33	R.A. Mess	GUN 3
W.O. Costello	,,	,,	MQ., Tigne	GUN 24
Lt. Gen. Somervell	**19**	**M.H. 34**	**R.A. Mess**	**GUN 10**
Lt. Col. Martin	,,	,,	,,	GUN 46
Lieut. Johnson, U.S.N.R.	20	M.H. 35	s.s. "Eastern Prince"	CAS 134/35
Lieut. Homan, U.S.N.R.	,,	,,	,,	,, 134/35
Capt. Stroop, U.S.N.	21	M.H. 26	R.A. Mess	GUN 19
Fleet Admiral King	**22**	**M.H. 27**	**R.A. Mess**	**GUN 18 & 37**
Comdr. Dornin, U.S.N.	,,	,,	,,	GUN 17
S.C. McCoy	,,	,,	M.Q. Type	GUN 24
Rear-Adm. McCormick	23	M.H. 28	R.A. Mess	GUN 21
Lieut. O'Leary, U.S.N.	,,	,,	M.Q. Type	GUN 24
Vice-Admiral Cooke	**24**	**M.H. 30**	**R.A. Mess**	**GUN 16**
Lieut. Morgan, U.S.N.	,,	,,	,,	GUN 16
Rear-Adm. Duncan.	25	M.H. 29	R.A. Mess	GUN 21
Capt. McDill, U.S.N.	,,	,,	,,	GUN 17

(* San Anton Palace Exchange).

U.S. Secretariat.

Brig. Gen. McFarland	Old Lounge	M.H. 46	R.A. Mess	GUN 38
Capt. Graves, U.S.N.	,,	,,	,,	GUN 15
Col. Peck	Old Bar	M.H. 66	,,	GUN 15
Lt. Col. Chapman	,,	,,	,,	GUN 12
C.W.O. Devenney	,,	M.H. 66	M.Q. Type	GUN 24
C.W.O. Anamosa	Old Ante-Room	M.H. 31	,,	GUN 24
Stenographers Pool	,,	M.H. 59	Vernon Club	M.H. 63
Despatchers for Car Pool	,,	M.H. 55	,,	M.H. 63

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NAME	OFFICE No.	TEL. No.	RESIDENCE	TEL. No.
U.S. Communications Group.				
Lt.-Col. Humelsine	Old Dining Room	M.H. 37	L.S.T. 602	M.H. 62
Capt. Heitzberg	,,	M.H. 39	,,	M.H. 62
Lt.-Col. Menagh	Old Dining & Kitchen	M.H. 63	Osborne Hotel	

Montgomery House.

Camp Comdt. Major Gower, R.A.		M.H. 64
Signalmaster	,,	M.H. 53

R.A. Mess, Tigne.

Camp Comdt. Major Campbell, R.A.		GUN 39
Reception	,,	GUN 20 & 67
Bar	,,	GUN 45
Kiosk	,,	GUN 41

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PART III.

Foreign Office and State Department Staffs.

NAME	SHIP	TEL. No.	RESIDENCE	TEL. No.
Foreign Secretary.				
Mr. Eden	H.M.S. "Sirius"	CAS 125/128	H.M.S. "Sirius"	CAS 125/128
Foreign Office Staff.				
Sir Alex Cadogan	H.M.S. "Sirius"	CAS 125/128	H.M.S. "Sirius"	CAS 125/128
Mr. Dixon	"	"	"	"
Mr. Butler	"	"	"	"
Mr. Lawford	"	"	H.M.S. "Largs"	CAS 81/82
Mr. Roberts	"	"	"	"
Mr. Wilson	"	"	"	"
Mr. Hankey	"	"	"	"
Mr. Harrison	"	"	"	"
Mr. Brand	"	"	"	"
Lt.-Col. Phillimore	"	"	"	"
Secretary of State.				
Mr. Stettinius	H.M.S. "Sirius"	CAS 125/128	U.S.S. "Savannah"	M.H. 77
State Department Staff.				
Mr. Harry Hopkins	H.M.S. "Sirius"	CAS 125/128	H.M.S. "Sirius"	CAS 125/128
Mr. Bohlen	"	"	"	"
Mr. Matthews	"	"	"	"
Mr. Foot	"	"	"	"
Mr. Hiss	"	"	H.M.S. "Largs"	CAS 81/82
Military Aide	"	"	"	"

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PART IV

Shipping Staffs.

British.

Lord Leathers
Sir Ralph Metcalfe
Mr. Morris
Mr. Nicholson
Mr. Pickrett
Mr. Gunlake
Maj. Gen. Holmes
Maj. Gen. Williams
Col. Chiene
S/Sgt. Sampson
Sgt. Wrigley

Offices & Residence
s.s. "Eastern Prince"
Tel. CAS 134/135

U.S.

Vice-Adm. Land.
Rear-Adm. Smith
Capt. Conway, U.S.N.
Mr. Bissett
Capt. Jackson, U.S.N.
Maj.-Gen. Gross
Lt.-Col. Sprague
Lt. Johnson, U.S.N.R.
Lt. Homan, U.S.N.R.
Col. Donnelly
Lt. Killough, U.S.N.R.
Col. R.B. Lincoln
M/Sgt. Lipsitz
T/Sgt. Baker
Y/C Johanson
Sgt. Mocidlowski
Cpl. Kiloski
Cpl. Grimes
Sgt. Watkins

Offices
In Montgomery House — as detailed againt names in Part II. — U.S. Delegation.
Residence
s.s. "Eastern Prince"
Tel. CAS 134/135

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PART V.

Accommodation - Houses, Clubs, Etc.

San Anton Palace	SAN ANTON Exchange.
H.E. Lieut. Governor's House. (Casa Leone, Hamrun)	CAS. 19
Admiralty House. (South Street, Valetta).	CAS. 23
V.A.M's House. (Villa Portelli, Bighi).	CAS. 26/27
G.O.C's House. (Casa Rohan, St. Julian's)	CAS. 28
A.O.C's House. (Casa Verdala, St. Julian's).	CAS. 29
C.R.A's House. (Casa del Monte, St. Julian's).	CAS. 24
Defence Security Officer's House. (76, Birkirkara Str., St. Julian's).	CAS. 25
R.A. Mess, Tigne Bks.	M.H. 6/8
Savoy Hotel, Sliema.	CAS. 116
Y.W.C.A., Valetta.	CAS. 114
Vernon Club, Valetta.	CAS. 130 M.H. 63
Union Club, Valetta.	CAS. 137
A.C.C. Store, Sa Maison.	CAS. 109
"ISCO," Lascaris Ditch *	CAS. 131
Naval V/S Station, Lascaris.	CAS. 132 M.H. 36
Special Car Pool (British).	CAS. 129 M.H. 45
L.S.T. 602. (U.S. Car Pool).	M.H. 61
Signalmaster, Castille.	CAS. 112
Signalmaster, Montgomery House.	M.H. 53

* Special Operational Cipher Office (British).

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PART VI.

Ships.

H.M.S. "Orion."	CAS. 83/88	DOC. 7771
H.M.S. "Sirius."	CAS. 125/128	DOC. 7769
H.M.S. "Largs"	CAS. 81/82	DOC. 7708
S.S. "Eastern Prince."	CAS. 134/135	DOC. 7783
U.S.S. "Quincey."	M.H. 67/70	DOC. 7776
U.S.S. "Memphis."	M.H. 74/76	DOC. 7706
U.S.S. "Savannah."	M.H. 77	DOC. 7727
L.S.T. 602 (Transportation). *	M.H. 61	DOC. 7658
L.S.T. „ (Lt.-Comdr. Peterson USNR)	M.H. 62	DOC. 7660
L.S.T. 664		DOC. 7721

* U.S. Car Pool.

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MEMORANDUM FOR GENERAL MARSHALL
ADMIRAL KING
GENERAL ARNOLD

SUBJECT: Army and Navy Staff College.

1. The Joint Deputy Chiefs of Staff recommend:

(a) Proposed school be designated as the Army and Navy Staff College;

(b) For Commandant - General John L. DeWitt

For Assistant Commandant - Captain E. J. Foy, with the rank of Commodore.

2. The establishment of the College is progressing and a report of progress will be made by the Joint Deputy Chiefs of Staff.

F. J. Horne
Vice Admiral, U.S.N.
Vice Chief of Naval Operations

J. T. McNARNEY
Lt. General, U.S.A.
Deputy Chief of Staff

for T. J. Hanley, Jr.
Brigadier General, USA
Acting Chief of Air Staff

4/22/43

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Army Navy Staff College — AM/bj 72720

Asst. Chief of Air Staff, Training — 3 May 1943

General Arnold — 1

1. Action leading to the establishment of the Army Navy Staff College was initiated in the Army Air Forces. This College has my unqualified support and it has received the hearty approval of the Joint Chiefs of Staff. It is my belief that the College will enable us to conduct joint and combined operations with ever increasing effectiveness. In my opinion the faculty and students should accordingly be selected from our ablest Air Corps officers.

2. The Joint Chiefs of Staff have selected the following officers to head the College:

Lt. General John L. DeWitt, USA. Commandant
Captain E. J. Foy, USN, Asst. Commandant
(to be promoted to Commodore)

3. I have chosen Colonel John DeF. Barker to act as senior Army Air Forces instructor. Colonel Barker is now on duty in Northwest Africa, and probably cannot be released until June 1. Until his arrival in Washington, you will take such action as may be necessary to make known the views of the Army Air Forces in all matters affecting the College, including the provision of a suitable representative to attend meetings of the Academic Board, or informal meetings with the Commandant and Assistant Commandant.

4. It is desired that you keep the Commanding General, Army Air Forces School of Applied Tactics, fully informed on the progress of work in establishing this College, indicating to him the importance attached to its successful operation. A unique opportunity is afforded us to instruct selected officers of other services in the employment of air forces. Every effort must therefore be made to set up the best possible course of instruction in Phase I, at the Army Air Forces School of Applied Tactics.

H. H. ARNOLD
General, USA
Commanding General, Army Air Forces.

COPY FOR GEN. ARNOLD

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WAR DEPARTMENT
CLASSIFIED MESSAGE CENTER

OUTGOING MESSAGE

Advisory Council, CG AAF

May 19, 1943

COMMANDING GENERAL
EIGHTH AIR FORCE
USAWW, LONDON, ENGLAND

Number A-2360

Joint Army and Navy Staff College is just being established. It is of special interest to me and for particular reasons I have assigned Colonel Charles P Cabell to attend first course. To Devers for Baker fros Arnold AFGAC. This in spite of your desire and Cabell's for him to join you now. I am convinced that he will be more valuable to you as well as generally because of this detail. He will be available to you immediately after October 1st graduation.

AAF WC 1425

ORIGINATOR: CG AAF

CM-OUT-8322 (19 May 43) 22332 ems

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WAR DEPARTMENT
CLASSIFIED MESSAGE CENTER

INCOMING MESSAGE

MEN 6
Filed 18/1119Z
AR

CCWD
May 18
1349Z

ACTION COPY

From: USAWW London
To: WAR

No. D-1058, May 18, 1943

Prior to my departure from Washington I urged the early assignment of Colonel Charles P. Cabell to this Air Force. From Baker to Arnold signed Devers. Recent advices indicate his present assignment to the Naval War College. This officer's services are urgently needed here during the coming summer. It is not believed his graduation from the Naval College will greatly promote his work for this Air Force. I am trying to strengthen the staff and command of this Air Force as per conversation with you. I need Cabell now.

No Sig

ACTION: CG AAF

INFORMATION: OPD

ACTION COPY

CM-IN-11532 (18 May 43) 1746Z ems

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WAR DEPARTMENT
CLASSIFIED MESSAGE CENTER

INCOMING MESSAGE

MEN 6
Filed 18/1119Z
AR

CCWD
May 18
1349Z

From: USAWW London
To: WAR

No. D-1058, May 18, 1943

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No Sig

ACTION: CG AAF

INFORMATION: OPD

CM-IN-11532 (18 May 43) 1746Z ems

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HEADQUARTERS
ALLIED AIR FORCES
SOUTHWEST PACIFIC AREA
OFFICE OF THE COMMANDING GENERAL

COPY

29th October, 1943.

Dear General Arnold,

Your radio of October 25th asking for a plan of employment of the B.29 was the best news I have heard for a long time. You can start them this way any day from now on. There is a war winning job waiting for that airplane and I have several six thousand to seventy five hundred feet all-weather runways properly located and ready for operations right now.

The initial job I will assign the B.29 is to deprive Japan of the one essential commodity which she must have to carry on the war -- oil. She conquered the Netherlands East Indies to get it and without it she is through as a serious opponent in a few months. It was rather significant that a couple of weeks after we dropped a few tons of bombs on Sourabaya and Balikpapan the Japs were short of aviation fuel at all their fields from Ambon to Wewak and even at Palau and Truk. The refineries at Sourabaya and Balikpapan together handle only about one fifth of the total output of refined oil coming out of the Netherlands East Indies but they are the only ones I can reach with the B.24, and three thousand pounds of bombs is the maximum load the B.24 can carry that far.

Unluckily for the Jap and luckily for us he has over ninety percent of his oil coming from the Netherlands East Indies, where it is not only produced but refined. Every single oil field, oil well and refinery is within range of the B.29 carrying a minimum load of ten thousand pounds of bombs and operating from existing fields along the north coast of Australia between Broome and Darwin. Sumatra, Singapore, Borneo, Mindanao and Palau are all within reach of that bomb load. Still heavier bomb loads up to twenty thousand pounds can be dropped on many important oil targets inside that arc.

These fields in northern Australia are closer to the Japanese sources of fuel than any other fields in Allied hands. For example, Darwin is actually closer to the Sarawak and Brunei fields on the northern tip of Borneo than is Kunming, China. The advantage of position is still greater for practically all of the Netherlands East Indies oil fields and refineries.

The big target is the Palembang area in southern Sumatra, where half of the crude output and over half of the refining

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is done. Twenty five million barrels of crude and thirty four million barrels of refined oil and gasoline out of a total yearly requirement of approximately fifty two million barrels come out of the Djambi - Palembang - Soengei - Gerong area.

The other two important crude producing areas are the Sarawak and Brunei fields of north Borneo, which are good for fifteen million barrels, and the Rantau - Brandan fields of northern Sumatra with an annual production of twelve million barrels. Tarakan and Balikpapan in Borneo and some other fields in Java contribute, but are small and unimportant compared with the larger fields mentioned above.

Balikpapan's main importance as a target lies in the fact that its refineries are working to a capacity variously estimated at from six to eighteen million barrels. A lot of crude from the rest of Borneo is shipped to Balikpapan to be refined. Lutong (Miri) in north Borneo refines six million barrels a year. Pangkalan - Brandan in northern Sumatra refines nine million barrels and Sourabaya, Java, five million barrels.

All in all, these make the finest and most decisive set of targets for bombing anywhere in the world. Japan has no synthetic fuel facilities to amount to anything and the loss of her Netherlands East Indies oil would be a fatal blow. When her reserve stocks are gone, her navy and her merchant marine, which supply the garrisons of her far flung empire, would be locked up in her harbors unable to move. Her airplanes and trucks and everything else depending on oil fuel would be out of action. With only her reserve stocks left, Japan would immediately have to pull in her horns. She could not afford the maintenance of garrisons all over the stretch from Sumatra to the Solomons. If any of these distant areas were attacked she would think a long time before sending reinforcements or relief expeditions which would not only use up fuel for the transports, cargo vessels and escorting fleet and air units but would have to burn up still more fuel to supply these increased forces if they succeeded in getting them there. The finest way in the world to soften up Japanese positions on the route to the Philippines and Japan is to get rid of Japan's oil.

In addition to operating against the oil targets, the B.29 can carry out a blockade against all shipping moving into or out of every port south of a line stretching from Singapore to Saigon to Manila to the Marianas to the Marshalls by utilizing, in addition to the north Australian airdromes, those at Dobodura and others now under construction in the Markham Valley. Targets like Truk and Palau can be hit with a bomb load of twenty thousand pounds per B.29, contributing still more to the softening up process by taking out the Jap air and fleet bases at these places.

I have five airdromes in northern Australia now that could each handle twenty five B.29's. They do not have to be seized or

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further provision made for their defence except for some anti-aircraft artillery. Their supply and maintenance is simply a question of sending along supply and service units with tools and equipment and spares that should go into a theatre with that size component of an air force. At Port Moresby and Dobodura there are three other fields now available for B.29 operations out of New Guinea and several others in the Markham Valley will be ready shortly.

The rest of the plan for employment of the B.29's as a part of the Allied Air Forces of the Southwest Pacific Area follows in general the outline of RENO III, the plan now on its way to the Joint Chiefs of Staff in Washington. This plan is in five phases with dates of initiation and highlights as follows:-

PHASE I : 1st February, 1944. Take over the Bismarck and Admiralty island groups and the Hansa Bay area, thus freeing the left flank and controlling the shipping lane through Vitiaz Straits and providing air bases to cover shipment of troops and supplies for the advance along the north coast of New Guinea to the Vogelkopf.

PHASE II : 1st June, 1944. Next jump along the north coast of New Guinea to include Hollandia. Capture the Aroe, Kai and Tanimbar Islands to the north of the Darwin area.

PHASE III : 15th August, 1944. Take over the rest of New Guinea including the Vogelkopf.

PHASE IV : 1st December, 1944. Capture Menado (Celebes), Halmhera (Moluccas), Ceram and Amboina.

PHASE V : 1st February, 1945. Occupy Mindanao.

This plan has been drawn up and the dates of the various phases tentatively set in accordance with what was expected would be in sight with respect to availability of shipping, men, materials, airplanes, replacements and so forth but primarily shipping. If the requirements for men and materials can be met at an earlier date the whole plan can be stepped up accordingly.

The introduction of the B.29 into the picture and its capability of paralyzing Japan's ability to even maintain and supply her overseas garrisons will automatically speed things up still more if we just get the ground forces shipped out here in time to follow through quickly. Bringing the B.29 into the picture adds a much greater possibility of utilizing paratroops to seize key points along the route of advance. While these troops have to be replaced eventually by heavier equipped ground forces, they will not be subject to immediate counter action when Japanese shipping is even partly immobilized due to fuel oil shortage.

By February, 1944, if we had four parachute regiments with another four in reserve and two hundred more C.47's or preferably C.46's, we could simultaneously seize the Kai, Tanimbar and Aroe Islands

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between the Darwin area and Dutch New Guinea and start throwing in radar, some air borne engineers and fighters followed by light and medium bombardment units as the fields were developed. The Japanese have two airdromes at the southern end of the Tanimbar Islands and three in the Kai Group. Two have just been reported in the Aroe Islands and there are three more sites that could be put into shape quite rapidly if steel mat were used. These islands are very lightly held and with preliminary straffing attacks and air support during the actual landing, the job is easy.

Just as fast as fighters and transports could take off from these fields the paratroops who had been replaced with heavier equipped ground forces would seize the Jap fields at Timoeka, Nabire, Utarom and Babo in Dutch New Guinea and Boela (Ceram) and Ambon on the island of Amboina and Namlea on Boeroe Island.

The next jump, which could be made as soon as the paratroops had been replaced, would take in Jefman on the northwest tip on New Guinea, the five fields the Japanese are constructing in Halmahera in the Moluccas and Menado on the northeast tip of the Celebes.

All that would remain to be done then would be the construction and organization of about six more fields in the vicinity of Menado or in the Moluccas and we would be ready for the big jump to fields in Mindanao which are all ready and waiting for us.

During the three phases of airborne seizure of airdrome areas, fighters would be progressively pushed forward, followed by light, then medium and finally heavy bombers which by shoving the bomber line ahead would make it easier to blast hostile airdromes and enemy positions ahead of the surface forces, maintain the air blockade against Jap interference by sea and prevent supply, reinforcement or even evacuation of his island garrisons.

In the meantime the northern New Guinea coast would be cleared and the Jap airdromes at Wewak, Hollandia, Wadke, Manokwari and Kebar Plain taken over, from which air cover would be provided for shipping along that route. Rabaul and Kavieng are already scheduled for takeout during the summer of 1944, leaving no threat to our east flank and the nearest Jap bases to the north at Truk and Palau too far away from New Guinea for their fighters to convoy surface vessels or bombers. Our only air threat would be from Jap air bases to the west between Timor and Kendari. These could be easily neutralized from the Darwin area and from the Tanimbar Island airdromes and from Ambon.

Besides the air additions and paratroop units there will of course have to be allocated enough shipping to transport combat and service troops and to supply them after they get in place. All forces called for in the plan RENO III for 1944 should be pushed over here as soon as possible if we are to start moving fast. The air units in particular should come in right away to get their final phases of

/combat .....

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combat training and get their staffs operating. Our success has been due in no small degree to the final two months of training the youngsters get before they go into action and to teaching our initially ignorant squadron and group staffs how to plan to the detail required to get maximum results with minimum casualties. Replacements of aircraft should be set up at about double the present rate for when we get moving fast we will not have time to do extensive repair and overhaul.

If you want the B.29 used efficiently and effectively where it will do the most good in the shortest time, the Southwest Pacific Area is the place and the Fifth Air Force can do the job. If the B.29 is to come out here early next year in the numbers you have indicated and the combat troops, service troops and shipping are made available, I honestly believe we can be in Mindanao in 1944. Japan may easily collapse back to her original empire by that time, due to her oil shortage alone. It is conceivable that she may be forced to sue for peace with certain overwhelming defeat staring her in the face. If not, from Mindanao the whole industrial area of Japan itself is wide open to the B.29. I can take care of her Air Force. With that gone, her naval forces and merchant marine immobilized and her industry subject to heavy bombing, the end should be reached quickly. 1945 should wind up the show.

I wish to emphasize again that the Southwest Pacific Area is the place to work the B.29. There are plenty of bases available or easily made available initially and as the movement to the north and northwest progresses, there is plenty of room for dispersion which allows for facility and flexibility of operations.

The movement from Australia and New Guinea to Mindanao automatically shuts Japan off from eighty to ninety percent of the materials necessary for her to continue the war, as it places a barrier across her lines of access to and supply from the Malaya - Netherlands East Indies area. Japan had to take the Philippines at the outbreak of the war to safeguard that route. If she loses the Philippines she loses the war.

No other line of advance - southwest from Alaska, west from Hawaii or northeast from India - accomplishes this result until the advance is carried all the way to Japan itself. The utilization of the Aleutians as bases for bombing would be extremely difficult on account of weather conditions and impracticability due to the lack of physical room for airdromes from which to operate. Wake is a stop for Pan-Am, not an air base in the real sense of the word. Even if the whole Marianas Group around Guam was seized, the number of airdromes would be limited and some very difficult construction problems would be encountered. China is well placed geographically for air bases for operations against Japan but until the Japs are expelled from the South China Coast, the Netherlands East Indies recovered and shipping routes opened for supply, China is no place in which to base a large air force. Air transportation of aviation fuel alone for a big air force would require thousands of transport aircraft to inaugurate such a show and as soon as a field within

/range .....

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range of Japan was taken, Japan would move land and air forces in to attack it.

The job can be done much more simply and with many fewer airplanes by shooting for Mindanao from the north coast of Australia and along the north coast of New Guinea. As soon as we take Mindanao we can open the South East Chinese coast, thereby paving the way for utilizing China as an air base with ship supply at minimum hazard and effort.

In this way we do not have to carry out a costly takeout of the mandated islands, with the going getting tougher all the way to Japan; we do not have to fire a shot at Singapore or Hong Kong and we do not have to freeze in the Aleutians or get lost and crack up in the Alaskan fogs. We can shorten the war by at least a year with its attendant expenditures of blood and treasure.

I will start right away on planning for an expansion of some of my ground services for supply and maintenance for a flock of B.29's. I wish that as soon as one can fly out here you will despatch it so that we can check our airdrome surfaces, runway widths, taxi strips, radius of turn on taxiways, take-off distances and so forth. I should get that information as early as possible to see whether or not I will have to go to concrete runways.

If you need any more details immediately, let me know and I will put my staff to work on the amounts of fuel, ammunition, bombs, spares, service units, equipment, with the time schedules required to do the job. We will work up the plan anyhow but will go all out on it if you want it in a hurry.

Sincerely,

/s/ George C Kenney
GEORGE C. KENNEY
Lieutenant General, U. S. A.
Commander.

General H. H. Arnold,
Army Air Forces,
WASHINGTON, D.C.

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16 October 1945

MEMORANDUM FOR SECRETARY OF WAR:

As per your memorandum of October 15th, Colonel Robert Proctor will be continued on his present work on the presentation to Congress of the War Department's case for a single department of the armed forces.

/s/

H. H. ARNOLD,
Commanding General, Army Air Forces.

md

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WAR DEPARTMENT
WASHINGTON

October 15, 1945

MEMORANDUM FOR GENERAL ARNOLD, AAF

I understand that Colonel Robert Proctor has been engaged substantially full time in working on the presentation to Congress of the War Department's case for a single department of the armed forces. I would appreciate your continuing him on this work so that he may be available to work with my office on all aspects of this matter.

Robert P. Patterson,
Secretary of War.

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AF 40-12 HEADQUARTERS AAF

ROUTING SLIP

TO:

1. OFFICE: Advisory Council ATTENTION: Col. Smith	DATE: 7 Nov 45
2. OFFICE: ATTENTION:	DATE:
3. OFFICE: ATTENTION:	DATE:

FOR: FOLLOWING ACTION(S) AS CHECKED

COORDINATION	NOTE AND RETURN	INFORMATION
NECESSARY ACTION	RECOMMENDATION	FILE
SEE OR PHONE ME	APPROVAL	SIGNATURE

COMMENT:

This is status as of my knowledge - what do you know?

Attached are copies of all that was to be sent with Kenney.

WS

FROM:

OFFICE: AC/AS-5	ROOM NO.: 3E1083
INDIVIDUAL: Col. Bastian	PHONE: 74055

3-318, AF (REV 10 APR 45)

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6 November 1945

MEMORANDUM FOR THE RECORD:

SUBJECT: Unification of A.A.F. in the Pacific.

1. As of this date, the status of the above subject is as follows:

Attached copy of letter to MacArthur from Arnold, to be signed by General Arnold, 7 November 1945, with proposed directive as an appendix.

H. V. BASTIN
Colonel, G.S.C.

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Proposed by Gen Kenney

PROPOSED DIRECTIVE TO COMGEN USASTAF AND CINCAFPAC
INFO CINCPAC

1. All Army Air Force units in the Pacific exclusive of China and Alaska Theaters will be assigned to USASTAF.

2. The Supreme Commander for Allied Powers (SCAP) will exercise operational control over ~~all Army Air Force units~~ assigned to USASTAF.

3. In addition to carrying out missions assigned by SCAP, COMGEN USASTAF will maintain an effective efficient mobile striking force capable of conducting long range air operations.

4. CINCAFPAC is charged with the responsibility for meeting the logistic requirements of the COMGEN, USASTAF, subject to over-all availability of resources, except for Air Technical supplies and services which remain a responsibility of Air Technical Service Command and USASTAF.

5. The administrative procedures prescribed in paragraphs 11 and 12 of AGO letter, dated 13 July 1945, will remain in effect.

6. CINCAFPAC and COMGEN USASTAF will effect necessary coordination for the implementation of this organization.

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Dear Doug -

Enclosed is a proposed directive to COMGEN USASTAF and CINCAFPAC. This directive is in line with Air Forces thinking as to the interim and postwar roles of the Army Air Forces, world-wide and in particular in the Pacific. Briefly, we are using the same structure that was visualized in the old GHQ Air Force except that thinking is now on a global scale. Under this command we plan to have four Air Commands in following areas: (1) Continental United States; (2) Pacific (3) Atlantic; and (4) Caribbean.

This arrangement would enable a single overall commander to concentrate the maximum striking force rapidly in any one area. Further, it is contemplated that the overall single commander would be the Air Forces representative on the Military Staff Committee of the Security Council of the United Nations. This would insure quickness of action, flexibility and efficiency. Since the bulk of the operational AAF units is now in the Pacific, the unification of the Pacific Air Forces by consolidating FEAF and USASTAF is of primary importance.

I have selected George Kenney to represent the Air Forces at the meeting of the Military Staff Committee of the Security Council of the United Nations in London this December and I want him to go there as the commander of the U.S. air striking forces. He will be the American nominee for the overall command of the air component of the National Contingents of Armed Forces.

As you are well aware, time is of the essence in crystallizing our conceptions of the composition and functions of the various arms and services so that we may have a firm basis on which to plan for the future security of our nation. I and members of my planning staff have devoted a good deal of thought to this vital problem. It is of such paramount interest to me that I have asked George Kenney to discuss this matter with you and to transmit back to me your ideas.

Sincerely

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PERSONAL FROM MARSHALL TO MACARTHUR

There has been proposed a unified command organization for the Army Air Forces in the Pacific. This proposal has been made with the view to providing for one commander to accomplish more promptly and economically the readjustment of the Air Forces in the Pacific. A further reason for the proposal is to provide a unified and balanced air arm capable of carrying out the specific and over-all missions in the Pacific. The proposed directive to the air commander follows:

"1. All Army Air Force units in the Pacific exclusive of China and Alaska Theatres will be assigned to USASTAF.

"2. The primary responsibility of Commanding General, USASTAF, will be to meet the requirements of the Supreme Commander for the Allied Powers in enforcing the terms of surrender upon Japan.

"3. The Commanding General, USASTAF, will discharge normal army air force functions in the Pacific exclusive of the areas indicated above. Specifically, these functions will include the following:

a. Provision of United States Army Air Forces units required by the Supreme Commander for the Allied Powers for the Occupation of Japan and Korea. Should an emergency arise, he will, upon request from the Supreme Commander for the Allied Powers, provide such additional air power as may be necessary to meet such emergency.

b. Maintenance of an efficient mobile striking force capable of conducting long-range offensive air operations.

c. Responsibility for aircraft warning systems and fighter defenses.

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d. Provision of those Army Air Forces required for air-ground-naval cooperation.

e. Coordination with CINCAFPAC and CINCPAC in joint planning and operations necessary for the accomplishment of the over-all mission of the joint forces in the Pacific Theatre.

f. Rapid readjustment and organization of forces under the terms of this directive.

"4. CINCAFPAC is charged with the responsibility of meeting the logistic requirements of the Commanding General, USASTAF, subject to over-all availability of resources.

"5. The administrative procedures prescribed in paragraphs 11 and 12 of AGO Letter, dated 13 July 1945, will remain in effect.

"6. CINCAFPAC and Commanding General, USASTAF, will effect the necessary coordination for the implementation of this organization. The Commanding General, USASTAF, will notify this Headquarters of the estimated date he will be capable of assuming the responsibility outlined above."

It is planned to change the name of the Air Force to U. S. Army Pacific Air Force when arrangements are made for the transfer of USASTAF designation to another agency. General Kenney concurs in the proposed organization and the above directive. Is this directive acceptable to you?

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TOP SECRET Dan Proposal

APPENDIX "C"

DIRECTIVE TO COMMANDER IN CHIEF PACIFIC OCEAN AREAS
AND COMMANDER IN CHIEF SOUTHWEST PACIFIC AREA

The early capture of the Formosa area followed as soon as possible by reoccupation of Luzon are the primary objectives of the next phase of the Pacific campaign. Occupation of Formosa will precede the major operation for the occupation of Luzon. The Leyte-Surigao area will be occupied by SOWESPAC forces for the establishment of air to reduce and contain enemy air in the northern Philippines to support a direct advance to Formosa by POA forces and prepare for the occupation of Luzon by CNP forces. After occupation of Leyte-Surigao, SOWESPAC forces available after transfers indicated below will continue shore-to-shore and airborne operations through the Visayas.

Occupation of the Leyte-Surigao area will be initiated with target date 20 December 1944. Occupation of Formosa will be initiated with target date 1 March 1945. Assault of the central Luzon plain through Lingayen Gulf will follow as soon as possible after the Formosa operation.

Transfer of forces and resources between areas for the attainment of major objectives will be necessary, particularly the transfer from POA to SOWESPAC of assault craft necessary for Visayas campaign prior to Formosa and Luzon assault after Formosa and the transfer to POA of some SOWESPAC air, ground and service forces required for Formosa operations.

CINCSOWESPAC is directed:

1. To occupy the Leyte-Surigao area, target date 20 December 1944 in order to:

a. Reduce and contain enemy air forces in the Philippines to support a direct advance on Formosa by POA forces, target date 1 March 1945.

b. Develop bases to support further advances by both SWPA and POA forces.

2. Thereafter to continue operations in the Visayas, maintain pressure and continue attrition, and extend holdings within the limit of resources available preparatory to assault on Luzon.

3. To reoccupy Luzon as soon as assault shipping and Fleet

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support can be furnished by CINCPOA after Formosa operation is initiated. CINCPOA is directed:

1. To provide Fleet support for the occupation of the Leyte-Surigao area by SWPA forces target date 20 December 1944.

2. To occupy the Formosa-Amoy area, target date 1 March 1945 in order to:

a. Sever enemy communications with their holdings to the southward.

b. Establish a line of communications with the China Coast.

c. Further the advance to positions for instituting sea and air blockade of Japan.

d. Bombard Japan by air.

e. Facilitate reconquest of Luzon.

3. To release assault shipping as soon as possible after Formosa assault to CINC SWPA and provide Fleet support for the attack on Luzon.

CINCPOA and CINCSOWESPAC are directed:

1. To arrange the coordination and mutual support of missions assigned above, and to submit recommendations for the establishment of base facilities and for the inter-theater transfer of forces and resources.

2. To coordinate with the Commanding General, U.S. Forces, China-Burma-India, plans for supporting operations to be conducted by air forces from the China-Burma-India area.

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January 23, 1943

Major General Millard F. Harmon
Commanding General
U.S. Armies in the South Pacific

Dear Mif:

The War Department has received from you a T/O for your S.O.S. It provides for a Diredtor of Air Supplies and Air Depots in your S.O.S. Headquarters.

Here are some of the things that occur to us about the proposed organization. We realize that under you and Daddy Breene, both Air Force officers, it would function all right but should either or both of you be relieved by non-Air Force officers, the supply and maintenance of the 13th Air Force would be a responsibility of officers not properly qualified to exercise it. Such an arrangement is not consistent with standard practice in which the Air Service Commander is responsible to the Air Force Commander. Recognizing your abilities as Commander of U.S. Army Forces and S.O.S. Commander to make it work, we feel that your success in that might lead to the false assumption that such a system would work in all theaters. The S.O.S. might then have a valid argument for proposing the adoption of that system generally. We all realize how unsound that would be.

I expect that your organization of the 13th Air Force and your receipt of Air Service personnel will have already changed your planned organization of the S.O.S. and the T/O's which you submitted several months ago are probably out of date. However, they are being processed through the War Department.

O-3, at our request, is taking temporary action by changing the "Director of Air Supply and Air Depots" to read:"Air Supply Liaison Section", as it is contrary to War Department policy to have Director of Air Supply and Air Depots under the S.O.S. Commander.

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TPC:jn 72720

Suggest that you review that T/O and if appropriate cable the War Department that amendments to the table are being forwarded by mail in view of the organization of the 13th Air Force.

Best regards.

Sincerely,

GEO. S. STRATEMEYER,
Major General, U.S.Army,
Chief of the Air Staff.

Adv.Council

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Anti-Submarine Warfare CPC/bj 72720

Director of Bombardment Feb. 8, 1943

Colonel Cabell, Advisory Council 1

1. The following extract from the Minutes of the Combined Chiefs of Staff, held January 15, 1943, at Casablanca, is forwarded for your information:

"ANTI - SUBMARINE WARFARE

"SIR DUDLEY POUND said that the four points at which the U boats could be attacked were the factories and building yards, the operating bases, the routes to their hunting grounds, and the hunting grounds themselves. He had sent for detailed information concerning the construction bottle necks. As regards the operating bases, the British Government had agreed to intensify air attacks on French ports which were used as bases. The only question now at issue was that of giving some warning to the French inhabitants.

"Attacks on the U boats on passage to the hunting grounds had been successful for a time and considerable damage and delay had been inflicted on them as long as the U boats did not know when the aircraft were detecting them with their ASV equipment. This equipment was used in conjunction with the Leigh light at night. Now, however, U boats were fitted with listening devices which detected the ASV outside the range of the light. 10 centimeter ASV's were now being introduced, but no doubt in time the Germans would find a counter to them. Nevertheless, if we were successful even in compelling them to remain submerged in darkness, it would have the effect of making them surface in daylight to recharge batteries.

"For dealing with the submarines on the hunting grounds, the two requirements were first: as much air cover as possible, and second: adequate escorts. A rough rule of thumb for the number of escorts was to have three ships with every convoy plus one for every ten ships in the convoy. A convoy of forty ships would thus have seven escorts. In practice, however, we were never able to supply this number of escorts, and as a general rule we never had more than six with any convoy. When escorting vessels had to be withdrawn for operations, there was no pool from which to replace them. We had now new commitments in the Sierra Leone convoys which had had to be re-started, and the convoys bringing oil from the Dutch West Indies to the United Kingdom and to North Africa. As a minimum sixty-five more escort vessels were required in the Atlantic alone. Before any decisions were taken on our strategy for 1943, it seemed essential to weigh carefully the requirements in escort vessels for any operations to be undertaken. Once an operation was launched and escorts were withdrawn from convoys, they could not be returned usually for four or five months, during which an acute shortage was felt. The only relief during such a period would be the intake from new construction.

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Anti-Submarine Warfare

AFRDB

Feb. 8, 1943

Colonel Cabell, Advisory Council

1 2

"SIR CHARLES PORTAL said that the air had proved the most effective weapon against the U boat. The estimated German output of U boats was twenty a month. He gave the following figures for attacks on U boats during the last two months:

		November	December
U Boats sunk	by aircraft	8	2
U Boats damaged		24	9
U Boats sunk	By other means	8	6
U Boats damaged		7	6

"Air patrols over the U boat routes to the hunting grounds were very costly in aircraft since it was calculated that there was only one sighting for 250 hours flying time. Nevertheless, even if a large number of U boats were not actually destroyed by this means, aircraft patrols had a good effect in compelling U boats to remain submerged and thereby reducing their time on the hunting grounds. A further method of attack on U boats was the laying of mines from the air at the exits of the U boat bases and construction yards.

"GENERAL ARNOLD inquired whether it was not possible to use flying boats for anti-submarine work, both over the hunting grounds and on the routes to them. This would avoid the use of valuable long range bombers.

"SIR CHARLES PORTAL said that the long range bomber was essential for work over the convoys, since flying boats, owing to their slow speed, took too long to reach them after a call for assistance. Moreover, the load of the flying boat in bombs and depth charges was less than that of the Liberator. In addition they were not processed for the 10 centimeter ASV. A considerable number of Catalinas were being used in spite of these disadvantages. It was estimated that the minimum requirement for the whole of the Atlantic and British Home Waters was between 120 and 135 long range bombers. New devices were being developed to combat the German listening apparatus which detected the presence of ASV aircraft.

"ADMIRAL KING asked whether economy in long range bombers could not be effected by using Catalinas for patrol work and reserving long range bombers for emergency calls when convoys were actually attacked. The Catalina had a very long endurance and could be kept in the air for twenty-four hours if the crew was large enough to provide two watchers. One advantage of the flying boat was that any sheltered water could be used for a base instead of airfields.

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Anti-Submarine Warfare

AFRDB Feb. 8, 1943

Colonel Cabell, Advisory Council 1

"SIR CHARLES PORTAL said that Catalinas were being used to the maximum. A survey had been made of the West African coast and it was found that two Depot Ships for Catalinas would suffice on the northern part, but this did not cover the requirements of the Indian Ocean or the South Atlantic.

"SIR DUDLEY POUND said that anti-submarine aircraft were essential in the area north of Freetown. The requirements in long range bombers which had been stated were an absolute minimum, even allowing for the maximum use of flying boats.

"SIR CHARLES PORTAL asked whether the aircraft in the Pacific, details of which had been given at a meeting on the previous day, were available for anti-submarine work as well as local defense of the Islands themselves.

"ADMIRAL KING said that fortunately the Japanese had not yet made any great use of submarines in the Pacific, and it was, therefore, possible to work with only small escorts. If the Japanese submarines became more active, aircraft would have to be used against them. The total resources available, however, were insufficient for security everywhere. When Alaska was threatened, forces had to be sent up from all quarters. The acute shortage of escort vessels was of course fully recognized.

"SIR DUDLEY POUND pointed out that where long range shore based aircraft could not be employed to cover the whole passage, as for example in the direct convoys from the Dutch West Indies to the United Kingdom, auxiliary aircraft carriers had to be used with the convoys themselves. On the northern route it was hoped to establish bases for long range aircraft in Newfoundland to join up with aircraft working from the United Kingdom.

"GENERAL ARNOLD said that Greenland would be of little use for this purpose owing to the long hours of darkness and the very bad weather.

"ADMIRAL COOKE asked whether full use was being made of direction finding apparatus to pick up the short range inter-communication radio of U boats working in packs. The Japanese had developed this technique to a high degree.

"SIR DUDLEY POUND said that all destroyers and most corvettes, were fitted with the necessary apparatus for this purpose. This use was being developed to the maximum.

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Anti-Submarine Warfare

AFRDB Feb. 8, 1943

Colonel Cabell, Advisory Council 1

"SIR CHARLES PORTAL suggested that it would be desirable to have an assessment made of the total resources required in escort vessels and aircraft to combat the submarine menace, in order that the Combined Chiefs of Staff should have a picture of what would be left over for offensive operations during the coming year.

"THE COMMITTEE:

agreed to direct the Combined Staff Planners to examine and report the minimum requirements of escorts (including Aircraft carriers) and aircraft which should be devoted to the security of the sea communications of the United Nations during 1943."

C. P. CABELL
Colonel, Air Corps.

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HEADQUARTERS USAFISPA
Forward Echelon

Noumea, New Caledonia
5 August 1942

Lieut. Gen. H.H.Arnold
Commanding General, Army Air Forces
Munitions Building
Washington, D.C.

Dear General Arnold:

I am inclosing herewith communication approved and promulgated by Admiral Ghormley as establishing the doctrine for procedure and jurisdiction in the training, indoctrination and operational control of aircraft, South Pacific. This was arrived at after several conferences between Admiral McCain and me, and in my opinion, is the best solution that could be evolved consistent with the Navy's proceedure in the exercise of operational control under the principle of unity of command.

I presented my views on this subject to you in documentary form prior to my departure from Washington, and have not in any respect changed those views, being still convinced that the most effective operational results can be secured from army aircraft by placing their operational control wholly and completely under army command subject only to such supreme command as may exist in the particular area or theater.

It was not pertinent that I argue this principle with Admiral McCain or Admiral Ghormley as to the manner in which the navy exercises operational control of army air forces under the principle of unity of command as this has been previously established, particularly in Hawaii, and neither announced War Department policy nor any specific directive put me in a position to argue this point.

On the basis of the full acceptance of naval operational control as practiced, it has been my endeavor to insure that the supervision of training, indoctrination and operations be conducted by both services in such manner as to be productive of the best results. Relative to the inclosure particular attention is invited to Par. 4 (a) which reserves to me supervision and guidance of the normal and routine employment of army air units; Par 4 (b) under which command and coordination for each base is vested in the defense command exercised through the Air Officer commanding, and that the selection

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of the Air Force commander is subject to my a proval. The Commander Air-craft, South Pacific reserves the right to assume command of local air forces. This however, with due cognizance of the responsibilities of the local Force Commander in the defense of his area.

Par. 4 (b) Coordination of operations of adjacent bases is left to me in the absence of Commander Air Craft, South Pacific.

Please note that I recommended approval of this document. I did so feeling that this is not the time and place to argue the question of command; that my responsibility demands a full out effort to insure the 100% cooperation that is necessary to defeat the Japs. This seems a workable solution. In any event it is my directive on Air Matters and I am going to support it in full.

There has been no suggestion of any lack of harmony. Neither Ghormley or McCain are inclined to demand or suggest tasks beyond the capabilities of our units and freely consult unit commanders and members of my staff on matters of technique. At the moment Colonel Everest (Bomber Officer) and Colonel Strother (Fighter) are with McCain to be of whatever assistance to him they can. All commands, forces and units in this area are working full out, and in full accord to the common end; and this relationship will be preserved.

I have inspected the landing strips at both Roses and Buttons. They are definitely "combat zone fields" but the 11th Group under Colonel Saunders is operating from them with high effectiveness. They are two way fields each 5000 feet long being extended to 6000 feet, and are 150 feet wide on the runway itself. They are presently quite dusty but they are working hard to get water on them (a matter of days), lay mats for taxiways, standings and warm-up. Roses has excellent dispersion and comouflage, but Buttons is so new that these measures have not been accomplished. They will be.

As I must get this in the mail I can not give you any further details. I will follow this with subsequent communications.

With kindest regards, as ever,

Sincerely yours,

Harmon

M.F.HARMON
Major General, U.S.A.

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WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

September 15, 1942.

MEMORANDUM FOR: COMMANDER IN CHIEF, UNITED STATES FLEET

SUBJECT: Operational Control of United States Air Forces in South Pacific

1. I feel that in order fully to exploit the capabilities of Army Air Forces units in the South Pacific, it is necessary that the operational control of those units be vested in the Commanding General, South Pacific, General Harmon. The intimate relationship between the responsibility for training and maintenance now exercised by General Harmon and the responsibility for operational control render it desirable to integrate these responsibilities. This integrated command responsibility should be vested in the Commander in each echelon best qualified to exercise the command by virtue of his experience and intimate knowledge of the units involved.

2. General Harmon was selected for this assignment because his long and distinguished experience with the Army Air Forces eminently qualifies him to employ large air forces effectively. His key staff officers were selected because of their training and experience in the Army Air Forces.

3. General Harmon acceded to the present arrangement under which operational control is not vested in him because of his belief that such a question of policy properly should be settled in Washington rather than in the field. I concur in that attitude. Although relations between Admirals Ghormley and McCain and General Harmon are most cordial, I feel that the arrangement is wrong in principle.

4. I request, therefore, that you take action to have vested in General Harmon, as Commanding General, South Pacific, the operational control of Army Air Forces in that area as was originally contemplated in my memorandum to you of June 26, 1942.

Chief of Staff.

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Disposition Form, WD General Staff,OPD 381(5-12-43), dated May 13, 1943.

201-Smart, J. E. (Off) 1st Ind. (AFHMP-3)

WD Hq Army Air Forces, Washington, D.C., May 17, 1943.

To: Colonel J. E. Smart, A.C., Advisory Council, Headquarters, Army Air Forces, Washington, D. C.

Incl.
n/c.

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O.P.D.,G.S.

WAR DEPARTMENT GENERAL STAFF
DISPOSITION FORM

AG
G- OPD 381 (5-12-43)

SUBJECT Revision of "Joint Action of the Army and the Navy, 1935."

Date May 13, 1943

TO	___ C/S	___ G-1	___ G-2	___ G-3	___ G-4	___ Air Staff	
	___ TAG	___ OPD	___ USW	___ ASW	___ ASWA	___ CG _____ Army	
	___ AC	___ BLP	___ BOWD	___ ExRA	___ NGB	___ CG ___ Army Corps	
	___ INF	___ FA	___ CAV	___ CA	___ ENGR	___ CG ___ CA	
	___ ORD	___ QMG	___ CSO	___ SG	___ FIN	___ CG _____ DEPT	
	___ GHQ	___ JAG	___ CWS	___ IG	___ B/PR	X Col. J. E. Smart (AAF)	
						Thru: CG, AAF	
FOR	___ S/W directs		___ Comment or Concurrence			___ Necessary action	
	___ Draft of reply		___ Remark and recommendation			___ Information for reply	
	___ Direct reply		X Inviting attention to			___ ___ Ind. approved	
	___ Approved		___ See notation of _____			___ Primary interest	
	___ Disapproved		___ Information			___ Notation and return	
	___ File		___ Consult _____			___ Noted _____	
BY	___ Spcl Msgr	___ Radio	___ Air Mail		___ Immed. Action Ltr	___ Letter. . . .	

1. Colonels R. T. Maddocks and J. E. Smart have been appointed Army members of the ad hoc committee to assist the Secretary, Joint Board in the revision of Joint Action of the Army and Navy, and will report to him for instructions.

2. A copy of a memo from the JCS is attached for your information.

MAY 14 1943

95933

J. E. HULL,
Brigadier General,
Acting Assistant Chief of Staff.

J. K. WOOLNOUGH,
Lt. Col., G.S.C.,
Chief, Combined Subjects Section.

MAG MISC
(15)

1 Incl.
JCS memo (5-12-43)(cy)

Distribution:
Col. R. T. Maddocks

C# 88373.

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THE JOINT CHIEFS OF STAFF
WASHINGTON

12 May 1943

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, OPERATIONS DIVISION, WAR DEPARTMENT GENERAL STAFF:
AIDE TO THE COMMANDER IN CHIEF, U.S. FLEET:

Subject: Revision of "Joint Action of the Army and the Navy, 1935".

Enclosure: JB No. 303 (Serial 757)
(Copy No. 38)

1. The Joint Deputy Chiefs of Staff have approved the recommendation in the enclosure that the Secretary revise "Joint Actior of the Army and the Navy, 1935" in accordance with the decisions taken in their 74th meeting of April 13 under item 9.

2. The Joint Deputy Chiefs of Staff recommend, however, that an ad hoc committee, fully cognizant of the matter involved, be appointed to report to the Secretary, Joint Board, for direction.

3. It is requested that two members from the Army, of which one should be a member of the Army Air Force, and two members from the Navy be appointed to this ad hoc committee, and that the Secretary of the Joint Board be notified of the appointees.

/s/

FORREST B. ROYAL
Captain, U.S.Navy,
Deputy Secretary.

Copy to:
Secretary, WDGS.

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HEADQUARTERS ARMY AIR FORCES

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ROUTING AND RECORD SHEET

Pacific

File No. _____

Note. -- A line will be drawn across sheet after each comment.

Tally No. AAF _____

SUBJECT: Operations at Noumea.

NO.	FROM	TO	DATE	COMMENTS
1	General Arnold	General Kuter	1942 8/30	Note the attached. I have sent the original to OPD for their information. When you read this through see what, if any, action we should take and then prepare reply to General Harmon for my signature. After you have finished with this send it on to A-2 for such action as is necessary in extracting data and assembling bombing information. H. H. A. Incl: Cy. of ltr. to Gen. Arnold, 8/18/42, frm Gen. Harmon, re above subj. (Secret).
2	AFDAS	Colonel Cabell, Advisory Council	1942 8/31	AFDAS LSK:pfp 6371 1. Please have the letter referred to in Item 1. prepared and returned through this office. Colonel Lindsey, OPD, has data bearing on this subject. Incl. n/c L. S. Kuter, Brigadier General, U.S.A. Deputy Chief of Air Staff.

SECRET

(Do not use reverse side) W-4071, AF, Rev. 8/14/41

Page No. _____

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HEADQUARTERS
USAFISPA

Noumea, New Caledonia
18 August 1942

Lieut. Gen. H.H.Arnold
Commanding General
Army Air Forces
Washington, D.C.

Dear General Arnold:

As operating with temporary headquarters here in Noumea with me are Twining, Breene, Jamison, Glasgow, Adj. Gen.; Sherman G-2, Wilson, Anti-aircraft, Evans, Ground G-3, Beadle, Engr., Ankenbrandt, Harnes, Ord.

Colonels Everest and Strother I sent along with Admiral McCain (Comairsopac) on his flag-ship up to Buttons to serve for this operation on his staff as Bomber and Fighter Officer, and as my representatives in that capacity. Lt. Col. Saunders is commanding the 11th Group and he is also at Buttons. McCain freely consults them all and they have been invaluable to him-- this he told me himself. I am sure also that they have helped him a lot and that they have contributed materially to the proper employment of our Bomber forces. Saunders has done a splendid job and I am sure before this goes much further he will be in order for an appropriate decoration. All of his crews and personnel have done equally well in their own niche. Operating out of narrow dusty fields, eating when they could, working and sleeping in and around their airplanes; often without cots or tents. Through it all cheerful and doing three mens work each. They are a bit of alright. Was up at Buttons a few days ago and they were just unloading their dunnage off the ship and were getting their camp set up and were all O.K. by the following evening. Boats can't keep up with this kind of a war, unless the needs are forseen and then only in certain circumstances. That is one reason we need C-47s. Yes I know they are all going to U.K. but what a god-send just a few would be out here. Could for example, with two of them send the ground crews for the P-400s into Cactus without the risk of having them sunk on the way up by plane or torpedo, and a thousand other jobs.

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On returning from Buttons on this past trip I stopped at Roses and gave Purple Hearts to two officers and one Sergeant wounded over Cactus in combat with Zero--yes they got the Zero. Had the band and three companies of my old 24th Infantry to do the honors. After it was over I gave the dark boys a talk in regard to their responsibilities as front line representatives of the military effort of the Colored People of America. Hope it did some good but am not blinded with optimism.

Strother went out on a reconnaissance mission with the Bombers one day. The B-17 he was in was lost in foul weather and they finally landed in the water off the coast of Buttons. All reached shore eventually and were brought in, but Strother had a bad cut on one leg and will be in the sick bay (you see what the Navy has done to me) for a while. As usual the B-17 broke just aft of the radio compartment and sank quickly, but not before they got a raft out.

As I told you McCain is conducting operations from his ship at Buttons. I have Everestt and Strother with him and Saunders is on shore close by. So I keep in touch through them and have been up twice myself. McC in is very reasonable, accepts advice and suggestions and is properly concerned as to the welfare of the operating personnel. Nevertheless it is a bit more difficult for the Group Commander than it would be if he were directly under familiar experienced Air Force control. However everyone concerned is doing his utmost for efficient, harmonious operation and the situation at Buttons with Marines, Army and Navy working together with but one purpose in mind is a most encouraging thing to see.

Here Twining and I are in daily contact with Chormley. He never ceases ashore but we go out and board him practically every day, frequently have lunch, and go over the whole works. He gives us full and complete information. I could not ask for a more free access to his plans, thoughts and confidences than he accords. I only wish I were smart enough to be more sure of the soundness of the advice I give him when he asks for it.

With the help of my staff; through a personal knowledge of the situation in Fantan, Poppy, Roses and Buttons; by frequent contact with Chormley and McCain as well as our Air Force Commanders I am endeavoring in every possible way to keep the machine oiled so as to assist in its smooth functioning. Adequacy of supplies, proper command functioning, operational procedure, communications and individual fitness demand attention. Airdrome construction and special emphasis on dispersion and camouflage are a daily concern. Mine is a rather peculiar status, particularly during this period prior to assuming responsibility for supply and administration, but I am confident that we have been of assistance.

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As having prepared a very brief estimate of the situation which I hope to be able to mail to General Marshall within the next few days. It will not be a polished document, but I do hope it will serve to present a resume of the situation as it exists in this area, and what I believe should be done about it.

Right now we are full out to get some Fighters—and then Bombers—into Cactus. Early operation of B-17 will, of course, be by staging at Cactus. Hope we get our P-38's through without any losses. Every one will be appreciated and they have the range. With the Bombers able to top off at Cactus we can give Rabi and Buka a good plastering. I hate to deplete Perry of Fighters but we must take emergency measures to help out the Marines and secure that Cactus base for further offensive operations.

Kind regards to all.

H.H. Arnold
Major General, U.S.A.

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

SECRET

File No. _____

Note. -- A line will be drawn across sheet after each comment.

Tally No. AAF _____

SUBJECT: Reorganization of AirCommand in Southwest Pacific.

NO.	FROM	TO	DATE	COMMENTS
				AFDAS LSK:pfp 6371
1	AFDAS	Advisory Council	1942 8/26	1. Please prepare the supplementary action which probably should also go through the Joint Planners, directing a reorganization of the Air Command establishment in the Southwest Pacific. L. S. Kuter, Brig. Gen. U.S.A., AFDAS
				Incls. Memo to Gen. Arnold 8/18, subj. Notes on Gen. Harmon's ltr of 8/5; Ltr to Gen. Arnold frm Gen. Harmon 8/5; Ltr to Commander So. Pac. 8/3, Subj: Organ. of Aircraft, So. Pac. Force.

(Do not use reverse side) W-4071, AF, Rev.8/14/41

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Air 20320 - So Pac (15)

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Copy of paper as rewritten and forwarded.

September 3, 1942.

MEMORANDUM FOR THE COMMANDER IN CHIEF, UNITED STATES FLEET:

Subject: Air Reinforcements for the Guadalcanal - Tualagi Area.

1. As of this date there are available in activities under Admiral Nimitz' control, the following numbers and types of Army aircraft:

	On Hand	En Route or Being Prepared	Total
Heavy Bombers	105	44	149
Medium Bombers	46	11	57
Light Bombers	7	0	7
Fighters	270	174*	414

*Including 30 from Australia.

2. Replacements set up for this theater for the month of October are as follows: Heavy Bombers - 12; Medium Bombers - 15; Fighters - 31.

3. The time factor involved in providing aircraft reinforcements for the operations now taking place in the Guadalcanal Area makes it appear mandatory that full use be made of those aircraft within tactical supporting distance of that operation. It is not possible to move short-range aircraft from the United States in sufficient time to meet requirements for the operations now being conducted in that area. If the aircraft now available to meet requirements at the Guadalcanal Area are fully utilized, it should be possible to meet attrition replacements over an extended period of operations of the present intensity.

4. The extreme reluctance to use P-40 type Fighters, and resultant requirement for P-38's as expressed in your requests on General MacArthur, is not understood in the light of the results being obtained by P-40 equipped fighter units in Australia. The report of the action at Darwin on August 23 when a P-40 equipped unit met 27 Jap Bombers and 20 Zeros and destroyed 4 Bombers and 7 or 8 Zeros (all verified)

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with no losses to the P-40 units; and to a report three days later at Milne Bay, when 6 P-40's met 10 Zeros and 5 Dive Bombers, and destroyed 2 Zeros, 1 Dive Bomber and 1 Dive Bomber probably, and badly damaged another Dive Bomber, with the loss of 1 P-40 which was reported as missing.

5. The reinforcement which you propose can only be effected by diversion from Torch. All the P-38's now in U. K. or being organized in the U. S. for movement to U. K. are allotted to Torch and the number is believed to be insufficient. No other fighter planes can make the long initial flights required across the Atlantic or from U. K. to Casa Blanca and Oran but the P-38 type. If we withdraw these planes we, in effect, impose a drastic change, if not the abandonment of Torch. This should be considered by the U. S. Chiefs of Staff and the President, I think, before going to the Combined Chiefs of Staff.

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September 5, 1942.

MEMORANDUM FOR: The Chief of Staff

Subject: Air Reinforcements for the Guadalcanal - Tunlagi Area.

Request that the attached corrected memorandum be forwarded to Admiral King to replace memorandum of September 3, 1942, regarding the same subject.

H. H. ARNOLD,
Lieutenant General, U. S. A.,
Commanding General, Army Air Forces.

1 Incl.-
Memo to CinC
U.S. Fleet.

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September 5, 1942.

MEMORANDUM FOR THE COMMANDER IN CHIEF, UNITED STATES FLEET:

Subject: Air Reinforcements for the Guadalcanal - Tualagi Area.

1. Request that this Memorandum supersede my Memorandum of September 3, 1942, regarding the same subject.

2. As of September 2, 1942, there were available in activities under Admiral Nimitz' control, the following numbers and types of Army aircraft: #

	On Hand	En Route or Being Prepared	Total
Heavy Bombers	75(1)	44(2)	119
Medium Bombers	24(3)	11	35
Light Bombers	7	0	7
Fighters	270	202(4)	472

Based upon statistics as of September 2, 1942, with losses reported from South Pacific through 8/24/42.
(1) Includes 1 en route to Australia
" 4 " " " " , and now diverted to South Pacific.
(2) Includes 6 shown on Vital Statistics report as being enroute to Australia.
(3) Includes 2 en route to Australia and now diverted to South Pacific.
(4) Includes 30 being transferred from Australia.

3. Replacements set up for this theater for the month of October are as follows: Heavy Bombers - 12; Medium Bombers - 15; Fighters - 44.

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4. The time factor involved in providing aircraft reinforcements for the operations now taking place in the Guadalcanal Area makes it appear mandatory that full use be made of those aircraft within tactical supporting distance of that operation. It is not possible to move short-range aircraft from the United States in sufficient time to meet requirements for the operations now being conducted in that area. If the aircraft now available to meet requirements at the Guadalcanal Area are fully utilized, it should be possible to meet attrition replacements over an extended period of operations of the present intensity.

5. The extreme reluctance to use P-40 type Fighters, and resultant requirement for P-38's as expressed in your requests on General MacArthur, is not understood in the light of the results being obtained by P-40 equipped fighter units in Australia. The report of the action at Darwin on August 23 when a P-40 equipped unit met 27 Jap Bombers and 20 Zeros and destroyed 4 Bombers and 7 or 8 Zeros (all verified) with no losses to the P-40 units; and to a report three days later at Milne Bay, when 6 P-40's met 10 Zeros and 5 Dive Bombers, and destroyed 2 Zeros, 1 Dive Bomber and 1 Dive Bomber probably, and badly damaged another Dive Bomber, with the loss of 1 P-40 which was reported as missing.

6. The reinforcement which you propose can only be effected by diversion from Torch. All the P-38's now in U. K. or being organized in the U. S. for movement to U. K. are allotted to Torch and the number is believed to be insufficient. No other fighter planes can make the long initial flights required across the Atlantic or from U. K. to Casa Blanca and Oran but the P-38 type. If we withdraw those planes we, in effect, impose a drastic change, if not the abandonment of Torch. This should be considered by the U. S. Chiefs of Staff and the President, I think, before going to the Combined Chiefs of Staff.

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WAR DEPARTMENT SECRET
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

August 18, 1942

MEMORANDUM TO: General Arnold

SUBJECT: Notes on General Harmon's Letter of August 5, 1942.

1. McCain has been appointed by Ghormley as Commander Aircraft, South Pacific and was directed by Ghormley to exert direct operational control of all aircraft. Training and indoctrination of Army air units remain a responsibility of Harmon.

2. McCain proposed the organization and functions as noted below of the aircraft, South Pacific and Ghormley has approved and promulgated.

3. McCain delineates the types of operations which he expects of the air components then Harmon proceeds to train the Army Air Force units to perform the operations.

4. McCain promulgates a general doctrine of employment covering more probable tactical situations.

5. The Defense Force Commanders employ the air forces, but are subject to the supervision ~~of normal and routine employment~~ by Harmon in only the normal and routine operations.

6. McCain exercises his operational control direct to Defense Commanders, Task Groups, etc.

7. The Defense Commanders exercise their control through the air officer, whom they appoint subject to approval by Harmon.

8. Coordination between two Defense Commands is effected by McCain, except that in his absence, Harmon coordinates the two.

9. Coordination between a Defense Commander and a Task Force at Sea will normally be effected by the Task Force Commanding Officer.

FOR VICTORY BUY UNITED STATES SAVINGS BONDS AND STAMPS

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10. The Aircraft, South Pacific is organized into:

a. Air Patrol Command
(Which includes Medium & Heavy bombardment)
b. Bomber Command
(Which includes all bombardment)
c. Fighter Command
d. Base Command.

(The Medium and Heavy bombardment are included in both the Air Patrol and Bomber Commands to make the offshore patrol more effective).

COMMENTS:

1. Harmon recommended approval of the document because of his unwillingness to delay or hinder in any way maximum effort at the moment, but it is clear that he believes the principle of Unity of Command should be reexamined and clearly defined in Washington and directives sent to the field.

2. Harmon says that no lack of harmony exists. (It is probably due to the fact that he contributes most of the "harmony").

3. Harmon is not even second-in-command to McCain.

4. Harmon is in effect a trainer and housekeeper of Army Air Force Units.

RECOMMEND:

That in view of the experience gained in operations conducted under unity of command to date, the principle of "Unity of Command" be reexamined by the Joint Chiefs of Staff and redefined if found necessary.

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

September 15, 1942.

MEMORANDUM FOR: THE CHIEF OF STAFF

SUBJECT: Operational Control Army Air Forces, South Pacific Area

I. Discussion

1. General Harmon has been designated by you as Commanding General, South Pacific. In accordance with "unity of command", General Harmon and all of his forces are under the command of Admiral Ghormley. Admiral Ghormley has designated Admiral McCain as Commander Aircraft, South Pacific, and has given Admiral McCain operational control of all shore and tender based aircraft which includes all United States Army Air Forces. General Harmon has been charged with training and indoctrination of the Army Air Forces in the South Pacific, and not with their tactical employment. Under this arrangement, neither General Harmon nor members of his staff take any part in the planning or execution of operations against the enemy, unless specifically invited to do so by Admirals Ghormley or McCain. Command of air units is exercised by Admiral McCain, not through General Harmon, but directly to individual air force unit commanders.

2. Although he was opposed to that system in principle, General Harmon acceded to it because of his belief that the questions of policy involved should be determined in Washington rather than in the field. I concur in that attitude.

3. General Harmon has reported to me that relations between him and Admirals Ghormley and McCain and between their respective staffs are most amicable.

4. In principle, any sound system of control adopted must provide for the full exploitation of the capabilities of the component arms. This is possible only if control is exercised through the commander in each echelon who is best qualified by experience and by intimate familiarity with the training, maintenance and routine operations of such component. That is not the case in the South Pacific. In the highest echelon there, the most important element of command, operational control, is not vested in General Harmon and his staff but in a Naval Commander and staff.

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5. General Harmon was selected for his present assignment because his long experience with the Army Air Forces eminently qualifies him to employ large air forces effectively. His key staff officers were selected because of their training and experience in the Army Air Forces.

II. Recommendations

I recommend that the attached memorandum be forwarded to Admiral King informing him of our views on this situation and requesting him to take action necessary to ensure that the responsibility for operational control of Army Air Forces in the South Pacific be placed with General Harmon where it properly belongs.

H. H. ARNOLD
Lieutenant General, U.S.A.
Commanding General, Army Air Forces.

1 Incl.
Proposed Memo to
CinC US Fleet

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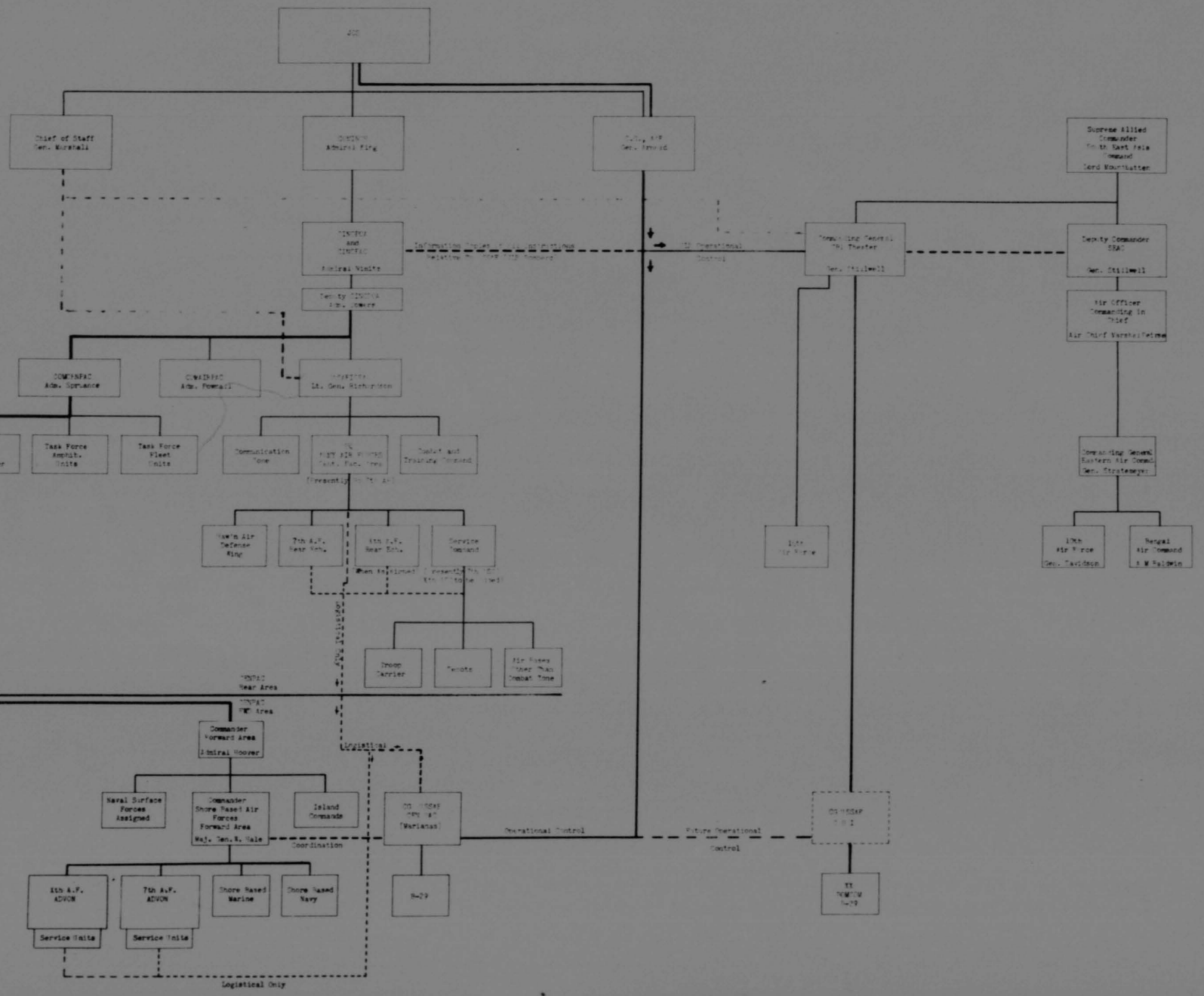
COMMAND AND CONTROL OF USSAF (VLR)



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ARMY AIR FORCES – JX-3

Procurement of Aircraft Following VJ-Day

MODEL	MANUFACTURER	1945 SEP	OCT	NOV	DEC	4 Mos TOTAL	1946 JAN	FEB	MAR	APR	MAY	JUN	6 Mos TOTAL	JUL	AUG	SEP	OCT	NOV	DEC	6 Mos TOTAL	1946 TOTAL	1947 JAN	FEB
STRATEGIC BOMBERS																							
B-29	Boeing	50	10	10	10	80	10	8	8	8	5		39								39		
B-44	Boeing									1	1	2	4	3	3	4	4	5	5	24	28	5	5
B-X														(1)		1		1		2	2	1	
B-35	Northrop							(1)									1	1	1	3	3	3	4
XB-49	Northrop															1	1	1	2	5	5		
B-36	Consolidated-Vultee				(1)				(1)														
F-12	Republic				(1)				(1)														
	Total Production	50	10	10	10	80	10	8	8	9	6	2	43	3	3	6	5	7	7	31	74	9	9
	Total Development				(2)	(2)		(1)	(2)				(3)	(1)						(1)	(4)		
TACTICAL BOMBERS																							
XA-43	Curtiss																					(1)	
XB-43	Douglas		(1)		(1)							(1)			(1)		(1)					1	1
B-45	North American															(1)			(1)				
XB-46	Consolidated-Vultee																					(1)	
XB-48	Martin																						(1)
B-X																							
	Total Production																					1	1
	Total Development		(1)		(1)	(2)						(1)	(1)		(1)	(1)	(1)		(1)	(4)	(5)	(2)	(1)
PENETRATION FIGHTERS																							
P-47N	Republic	50	25	6		81																	
P-51H	North American	100	50	25	10	185															5		
P-82	North American	2	3	5	5	15	5						5								233		
P-82Z	North American						1	5	7	10	15	20	58	25	30	30	30	30	30	175		30	30
P-X																			(1)				(1)
INTERCEPTOR FIGHTERS																							
P-80	Lockheed	40	40	40	40	160	40	40	40	40	40	40	240	35	30	25	20	15	15	140	380	15	10
P-80Z	Lockheed																						1
P-86	North American							(1)				(1)										1	2
P-84	Republic		(1)	(1)	(1)		1	2	3	5	5	5	21	10	15	20	25	30	30	130	151	30	30

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ARMY AIR FORCES – JX-3

Procurement of Aircraft Following VJ-Day

Revised 1 September 1945

1946								1947												1948						
JUL	AUG	SEP	OCT	NOV	DEC	6 Mos TOTAL	1946 TOTAL	JAN	FEB	MAR	APR	MAY	JUN	6 Mos TOTAL	JUL	AUG	SEP	OCT	NOV	DEC	6 Mos TOTAL	1947 TOTAL	JAN	FEB	MAR	APR	MAY	JUN	6 Mos TOTAL
							39																						
3	3	4	4	5	5	24	28	5	5	5	5	5 (1)	5	30	2 (1)						2	32					1	2	3
(1)		1		1		2	2	1		1	(1)	1		3	1		1	(1)	1		3	6	1		1		1		3
		1	1	1	2	5	5	3	4	5	6	6	6	30	7	7	8	8	8	8	46	76	8	8	3				19
3 (1)	3	6	5	7	7	31 (1)	74 (4)	9	9	11	11 (1)	12 (1)	11	63 (2)	10 (1)	7	9	8 (1)	9	8	51 (2)	114 (4)	9	8	4	0	2	2	25
								(1)					(1)																
	(1)	(1)	(1)		(1)			1 (1)	1 (1)	2	2	3	4 (1)	13	5	6	7	8	9	10	45	58	10	10	10	8	7	7	52
								(1)	(1)			(1)	(1)						1	1	2	2	2	3	4	5	6	6	26
	(1)	(1)	(1)		(1)	(4)	(5)	1 (2)	1 (1)	2 (1)	2	3 (1)	4 (2)	13 (7)	5	6	7	8	10	11	47	60 (7)	12	13	14	13	13	13	78
5 8	25	30	30	30	30	30 (1)	175	5 233	30	30 (1)	30	30	30	30	180	25	20	15 1	15 2	15 2	15 4	105 9	285 9	10 5	10 8	10 10	10 15	10 20	10 25	60 83
0	35	30	25	20	15	15	140	380	15	10 1	10 2	3	5	7	35 18	10	14	18	20	20	20	102	35 120	20	20	20	20	20	20	120
1	10	15	20	25	30	30	130	151	1 30	2 30	2 30	3 30	5 30	8 30	21 180	12 25	16 20	20 15	25 10	25	25	123 70	144 250	25 20	25 20	25 20	25 20	25 20	25 20	150 120
															1	2	3	5	10	15	36	36	20	20	20	20	20	20	120

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MODEL	MANUFACTURER	1945 SEP	OCT	NOV	DEC	4 Mos TOTAL	1946 JAN	FEB	MAR	APR	MAY	JUN	6 Mos TOTAL	JUL	AUG	SEP	OCT	NOV	DEC	6 Mos TOTAL	1946 TOTAL	1947 JAN	FEB
STRATEGIC BOMBERS																							
B-29	Boeing	50	10	10	10	80	10	8	8	8	5		39								39		
B-44	Boeing									1	1	2	4	3	3	4	4	5	5	24	28	5	5
B-X																							
B-35	Northrop							(1)						(1)		1		1		2	2	1	
XB-49	Northrop																						
B-36	Consolidated-Vultee				(1)				(1)							1	1	1	2	5	5	3	4
F-12	Republic				(1)				(1)														
	Total Production	50	10	10	10	80	10	8	8	9	6	2	43	3	3	6	5	7	7	31	74	9	9
	Total Development				(2)	(2)		(1)	(2)				(3)	(1)						(1)	(4)		
TACTICAL BOMBERS																							
XA-43	Curtiss																					(1)	
XB-43	Douglas		(1)		(1)										(1)		(1)					1	1
B-45	North American											(1)				(1)			(1)				
XB-46	Consolidated-Vultee																					(1)	
XB-48	Martin																						(1)
B-X																							
	Total Production																					1	1
	Total Development		(1)		(1)	(2)						(1)	(1)		(1)	(1)	(1)		(1)	(4)	(5)	(2)	(1)
PENETRATION FIGHTERS																							
P-47N	Republic	50	25	6		81																	
P-51H	North American	100	50	25	10	185																	
P-82	North American	2	3	5	5	15	5						5								5		
P-82Z	North American						1	5	7	10	15	20	58	25	30	30	30	30	30	175	233	30	30
P-X																			(1)				(1)
INTERCEPTOR FIGHTERS																							
P-80	Lockheed	40	40	40	40	160	40	40	40	40	40	40	240	35	30	25	20	15	15	140	380	15	10
P-80Z	Lockheed																						1
P-86	North American							(1)				(1)										1	2
P-84	Republic		(1)	(1)	(1)		1	2	3	5	5	5	21	10	15	20	25	30	30	130	151	30	30
P-84Z	Republic											(1)											
XP-83	Bell											(1)		1	1	2	3	3	3	13	13		
YP-81	Consolidated-Vultee								(1)			(1)											
XP-79	Northrop																						
ALL WEATHER FIGHTERS																							
P-61	Northrop	8	4	4	4	20	4						4								4		
P-61Z	Northrop							1	2	3	4	5	15	6	6	6	6	6	6	36	51	6	6
P-X																			(1)				(1)
	Total Production	200	122	80	59	461	51	48	52	58	64	70	343	77	82	83	84	84	84	494	837	82	79
	Total Development		(1)	(1)	(1)	(3)		(1)	(1)			(3)	(5)						(2)	(2)	(7)		(2)
TROOP CARRIER CARGO																							
C-82	Fairchild	2	3	5	7	17	8	8	8	8	8	8	48	8	8	8	8	8	8	48	96	8	8
TRANSPORTS																							
C-54	Douglas	50	12			62																	
C-74	Douglas	1	1	1	1	4	1	2	1	2	2	1	9								9		
C-69	Lockheed										1		1	1	1					2	3		
C-97	Boeing													1	1	1	1	1	1	6	6	1	1
XC-99	Consolidated-Vultee						(1)																
XC-112	Douglas								(1)														
XC-116	Douglas											(1)											
XC-113	Curtiss							(1)	(1)														
	Total Production	51	13	1	1	66	1	2	1	2	3	1	10	2	2	1	1	1	1	8	18	1	1
	Total Development						(1)	(1)	(2)			(1)	(5)								(5)		
LIAISON																							
L-13	Consolidated-Vultee			(1)	(1)											1	2	3	8	14	14	10	15
L-X																(1)		(1)					
	Total Production															1	2	3	8	14	14	10	15
	Total Development			(1)	(1)	(2)										(1)		(1)		(2)	(2)		

NOTE: Aircraft underlined are those carried in program to transition industry.

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ARMY AIR FORCES - JX-3

Procurement of Aircraft Following VJ-Day

Revised 1 September 1945

	1946							1947												1948						
	AUG	SEP	OCT	NOV	DEC	6 Mos TOTAL	1946 TOTAL	JAN	FEB	MAR	APR	MAY	JUN	6 Mos TOTAL	JUL	AUG	SEP	OCT	NOV	DEC	6 Mos TOTAL	1947 TOTAL	JAN	FEB	MAR	APR	MAY	JUN	6 Mos TOTAL
	3	4	4	5	5	24	39 28	5	5	5	5	5 (1)	5	30	2 (1)						2	32					1	2	3 3
		1		1		2	2	1		1	(1)	1		3	1		1	(1)	1		3	6	1		1		1		19
		1	1	1	2	5	5	3	4	5	6	6	6	30	7	7	8	8	8	8	46	76	8	8	3				
	3	6	5	7	7	31 (1)	74 (4)	9	9	11	11 (1)	12 (1)	11	63 (2)	10 (1)	7	9	8 (1)	9	8	51 (2)	114 (4)	9	8	4	0	2	2	25
	(1)	(1)	(1)		(1)			(1) 1 (1)	1 (1)	2 (1)	2	3 (1)	(1) 4 (1)	13	5	6	7	8	9 1	10 1	45 2	58 2	10 2	10 3	10 4	8 5	7 6	7 6	52 26
	(1)	(1)	(1)		(1)	(4)	(5)	1 (2)	1 (1)	2 (1)	2	3 (1)	4 (2)	13 (7)	5	6	7	8	10	11	47	60 (7)	12	13	14	13	13	13	78
	30	30	30	30	30 (1)	175	5 233	30	30 (1)	30	30	30	30	180	25	20	15 1	15 2	15 2	15 4	105 9	285 9	10 5	10 8	10 10	10 15	10 20	10 25	60 83
	30	25	20	15	15	140	380	15 1	10 2	10 2	3	5	7	35 18	10	14	18	20	20	20	102	35 120	20	20	20	20	20	20	120
	15	20	25	30	30	130	151	1 30	2 30	2 30	3 30	5 30	8 30	21 180	12 25 1	16 20 2	20 15 3	25 10 5	25 10	25 15	123 70 36	144 250 36	25 20	25 20	25 20	25 20	25 20	25 20	150 120
	1	2	3	3	3	13	13																						
	6	6	6	6	6 (1)	36	4 51	6	6 (1)	6	6	6	6	36	6	6	6 1	6 2	6 2	6 4	36 9	72 9	3 5	8	10	11	11	11	3 56
	82	85	84	84	84 (2)	494 (2)	837 (7)	82	79 (2)	80	72	76	81	470 (2)	79	78	79	85	80	89	490	960 (2)	88	91	95	101	106	111	592
	8	8	8	8	8	48	96	8	8	8	8	8	8	48	8	8	8	8	7		39	87							
	1 1	1	1	1	1	2 6	9 3 6	1	1	1	1			4								4							
	2	1	1	1	1	8	18 (5)	1	1	1	1			4								4							
		1 (1)	2	3 (1)	8	14	14	10	15	20	25	31	31	132	30 1	29 2	25 6	20 11	15 16	10 21	129 57	261 57	10 21	10 21	10 21	10 21	10 21	10 21	60 126
		1 (1)	2	3 (1)	8	14 (2)	14 (2)	10	15	20	25	31	31	132	31	31	31	31	31	31	186	318	31	31	31	31	31	31	186

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MODEL	MANUFACTURER	1945 SEP	OCT	NOV	DEC	6 Mos TOTAL	1946 JAN	FEB	MAR	APR	MAY	JUN	6 Mos TOTAL	1946 JUL	AUG	SEP	OCT	NOV	DEC	6 Mos TOTAL	1946 TOTAL	1947 JAN	FEB	MAR
ROTARY WING																								
R-5	Sikorsky	2	2	2	2	8	2	2	2	2	2	2	12	2	2	2	2	2	2 (1)	12	24			
R-6	Sikorsky																							
XR-9	G & A						(1)																	
XR-10	Kellett						(1)				(1)			(1)										
XR-X	Kellet							(1)																
XR-30	Bell						(1)	(1)	(1)					1	2	2	2	2	1	10	10			
R-42	Bell						(1)		(1)		(1)				(1)	(1)	1	2	2 (1)	10	10	2	2	
R-240	Bell											(1)											(1)	
R-X																								
Total Production		2	2	2	2	8	2	2	2	2	2	2	12	5	4	4	3	4	5	27	59	2	2	
Total Development							(4)	(2)	(2)		(2)	(1)	(11)	(1)	(1)	(1)			(2)	(5)	(16)		(1)	
GLIDERS																								
CG-10	Laister-Kauffmann	1	1	5	12	19	20	25	35				80								80	(1)		
XCG-Heavy																								
XPG-Heavy																								
Total Production		1	1	5	12	19	20	25	35				80								80	(1)		
Total Development																								
AMPHIBIAN																								
OA-10 (PBY-5)	(Navy for Army)	8	8	8	8	32	8	3	3	3	3	3	23	3	3	3	3	4	3	18	41	3	3	
TRAINERS																								
1 * XP-63	Bell	6	5	4	4	19	4	3	2	2		(1)	11		(1)		(1)					(1)		
Primary															(1)			(1)					(1)	
Advance (Single-Engine)																			(1)					
Advance (Multi-Engine)																								
Total Production		6	5	4	4	19	4	3	2	2		(1)	11		(1)	(1)	(1)	(1)	(1)	(5)	(6)	(1)	(1)	
Total Development													(1)											

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	1946						6 Mos	1946	1947						6 Mos	1947			1948					6 Mos
	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL	TOTAL	JAN	FEB	MAR	APR	MAY	JUN	TOTAL	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL	TOTAL	JAN	FEB	MAR	APR	MAY	JUN	TOTAL
12	2	2	2	2	2	2 (1)	11	44			(1)	1	1	1	3	1	1					2	5							
	(1)																													
	1	2 (1)	2 (1)	2 1	2 2	1 2 (1)	10 9	10 9	2	2 (1)	1		(1)		5	1	1	2	2	2	2	10	5 10							
12 (1)	3 (1)	4 (1)	4 (1)	5	6	(2)	(5)	39 (10)	2	2 (1)	1 (1)	1	1 (1)	1	8 (3)	2	2	2	2	2	2	12	20 (3)							
80								80		(1)				(1)																
80								80		(1)				(1)	(2)								(2)							
84	3	3	3	3	3	3	18	41	3	3	3	3	3	3	18	3	3	3	3	3	3	18	36	3	3	3	3	3	3	18
11		(1)	(1)	(1)	(1)	(1)			(1)	(1)		(1)																		
11 (1)		(1)	(1)	(1)	(1)	(1)	(5)	(6)	(1)	(1)		(1)			(3)								(3)							

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MODEL	MANUFACTURER	1945 SEP	1945 OCT	1945 NOV	1945 DEC	4 Mos TOTAL	1946 JAN	1946 FEB	1946 MAR	1946 APR	1946 MAY	1946 JUN	6 Mos TOTAL	1946 JUL	1946 AUG	1946 SEP	1946 OCT	1946 NOV	1946 DEC	6 Mos TOTAL	1946 TOTAL	JAN	FEB	M
ROTARY WING																								
R-5	Sikorsky	2	2	2	2	8	2	2	2	2	2	2	12	2	2	2	2	2	2 (1)	12	24			(
R-5C	Sikorsky						(1)																	
XR-9	G. A.						(1)				(1)			(1)										
XR-10	Kellett							(1)																
XR-X	Kellet						(1)	(1)	(1)															
XR-30	Bell						(1)		(1)		(1)			1	2	2	2	2	1	10	10			
R-42	Bell											(1)			(1)	(1)	1	2	2 (1)	5	5	2	2 (1)	
R-240	Bell																							
R-X																								
Total Production		2	2	2	2	8	2	2	2	2	2	2	12	3	4	4	5	6	5	27	39	2	2	
Total Development							(4)	(2)	(2)		(2)	(1)	(11)	(1)	(1)	(1)			(2)	(5)	(16)		(1)	(
GLIDERS																								
CG-10	Laister-Kauffmann	1	1	5	12	19	20	25	35				80								80	(1)		
XCG-Heavy																								
XPG-Heavy																								
Total Production		1	1	5	12	19	20	25	35				80								80	(1)		
Total Development																								
AMPHIBIAN																								
OA-10 (PBY-5)	(Navy for Army)	8	8	8	8	32	8	3	3	3	3	3	23	3	3	3	3	3	3	18	41	3	3	
TRAINERS																								
1*XP-83	Bell	6	5	4	4	19	4	3	2	2		(1)	11		(1)		(1)		(1)			(1)		
Primary																(1)		(1)					(1)	
Advance (Single-Engine)															(1)									
Advance (Multi-Engine)																			(1)					
Total Production		6	5	4	4	19	4	3	2	2		(1)	11		(1)	(1)	(1)	(1)	(1)	(5)	(6)	(1)	(1)	
Total Development													(1)											

SUMMARY

PRODUCTION*2																								
Strategic Bombers	50	10	10	10	80	10	8	8	9	6	2	43	3	3	6	5	7	7	31	74	2	2		
Tactical Bombers																					1	1		
Fighters	200	122	80	59	461	51	48	52	58	64	70	343	77	80	83	84	84	84	494	837	80	79		
Troop Carrier Cargo	2	3	5	7	17	8	8	8	8	8	8	48	8	8	8	8	8	8	48	96	8	8		
Transports	51	13	1	1	66	1	2	1	2	3	1	10	2	2	1	1	1	1	8	18	1	1		
Liaison															1	2	3	8	14	14	10	15		
Rotary Wing	2	2	2	2	8	2	2	2	2	2	2	12	3	4	4	5	6	5	27	39	2	2		
Trainers	6	5	4	4	19	4	3	2	2			11								11				
Gliders	1	1	5	12	19	20	25	35				80								80				
Total Production	312	156	107	95	670	96	96	108	81	83	83	547	93	99	103	105	109	115	622	1169	113	115		
DEVELOPMENT																								
Strategic Bombers				2	2		1	2			1	3	1						1	4				
Tactical Bombers		1		1	2						1	1		1	1	1		1	4	5	2	1	
Fighters		1	1	1	3		1	1			3	5						2	2	7		2		
Transports						1	1	2			1	5								5				
Liaison			1	1	2										1		1		2	2				
Rotary Wing						4	2	2		2	1	11	1	1	1			2	5	16		1		
Gliders																					1			
Trainers											1	1		1	1	1	1	1	5	6	1	1		
Total Development		2	2	5	9	5	5	7	0	2	7	26	2	3	4	2	2	6	19	49	4	5		
ARMY FOR NAVY*3																								
C-54	Douglas	12				12							4								4			
R-5	Sikorsky	8	8	8	8	32	4																	
R-6	Nash-Kelvinator	20	7			27															253			
PQ-14	Culver	50	50	50	50	200	50	50	50	50	50	3	253											
Total Army for Navy		90	65	58	58	271	54	50	50	50	50	3	257								257			

*1 Frangible Bullet Trainer
*2 Excludes OA-10's which will be supplied from Navy stocks.
*3 Not included in AAF production totals.

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Revised 1 September

1946						6 Mos	1946	1947						6 Mos	1947						6 Mos	1947	1948						6 Mos
JUL	AUG	SEP	OCT	NOV	DEC	TOTAL	TOTAL	JAN	FEB	MAR	APR	MAY	JUN	TOTAL	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL	TOTAL	JAN	FEB	MAR	APR	MAY	JUN	TOTAL
2	2	2	2	2	2 (1)	12	24			(1)	1	1	1	3	1	1					2	5							
(1)																													
1	2 (1)	2 (1)	2 1	2 2	1 2 (1)	10 5	10 5	2	2 (1)	1		(1)		5	1	1	2	2	2	2	10	5 10							
3 (1)	4 (1)	4 (1)	5	6	7 (2)	27 (3)	39 (16)	2	2 (1)	1 (1)	1	1 (1)	1	8 (3)	2	2	2	2	2	2	12	20 (3)							
							80	(1)					(1)																
							80	(1)					(1)	(2)								(2)							
3	3	3	3	3	3	18	41	3	3	3	3	3	3	18	3	3	3	3	3	3	18	36	3	3	3	3	3	3	18
	(1)	(1)	(1)	(1)	(1)			(1)	(1)		(1)																		
	(1)	(1)	(1)	(1)	(1)	(6)	(6)	(1)	(1)		(1)			(3)								(3)							

SUMMARY

3	3	4	5	6	7	31	74	9	9	11	11	12	11	63	10	7	9	8	9	8	51	114	9	8	4	0	2	2	25
								1	1	2	2	3	4	13	5	6	7	8	10	11	47	60	12	13	14	13	13	13	78
77	80	84	84	84	84	404	837	80	79	80	78	76	81	470	79	78	79	85	80	89	490	960	88	91	95	101	106	111	592
8	8	8	8	8	8	48	96	8	8	8	8	8	8	48	8	8	8	8	7		39	87							
2	2	1	1	1	1	8	18	1	1	1	1			4								4							
		1	2	3	8	14	14	10	15	20	25	31	31	132	31	31	31	31	31	31	186	318	31	31	31	31	31	31	186
3	4	4	5	6	5	27	39	2	2	1	1	1	1	8	2	2	2	2	2	2	12	20							
							11																						
							80																						
93	99	103	105	109	113	622	1169	113	115	123	120	131	136	738	135	132	136	142	139	141	825	1563	140	143	144	145	152	157	881
1					1	1	4				1	1		2	1			1			2	4							
	1	1	1		1	4	5	2	1	1		1	2	7								7							
					2	2	7		2					2								2							
							5																						
		1		1		2	2																						
1	1	1			2	5	16		1	1		1		3								3							
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COMMO. FOY: Gentlemen, we have been doing much speculating about the air planning and functioning in the OVERLORD operation. We have been extremely fortunate to catch Colonel Philip Cole of General Brereton's staff and he is going to speak to us this morning on the subject of planning and functioning of the air operations in OVERLORD I have asked Colonel Cole if he will talk to us for a while and submit to questions and he has agreed to do so. This is a great opportunity for us to get all the information we have been trying to get on the subject of this operation form the Air Forces' viewpoint.

AIR SUPPORT OF "OVERLORD"

By (8 August 1944)

Colonel Philip Cole

Commodore Foy, Gentlemen: I thought I would use up the first period in giving you an outline of how the planning was organized. Necessarily it will be sketchy. I hope it will be suggestive of questions because perhaps the most useful part of any conference like this is bound to be what is elicited by the questions. I hope there will be lots of them.

THE COSSAC APPRECIATION AND OUTLINE PLAN

Planning for this operation started officially on the 15th of December, 1943, at which time Lieutenant General Frederick E Morgan of the British Army was set up in Norfolk House, St James Square, London, as "COSSAC", (Chief of Staff Supreme Allied Commander,) Designate. The word "designate" meant, curiously enough, that no supreme commander had been designated.

General Morgan formed his staff under a directive from the War Cabinet. The directive instructed him to prepare a plan for the assault against the Continent of Europe, to secure a lodgement area on the Continent which could be used as a base for further operations. It gave him some idea of what forces he could depend upon having, and some suggestions as to what invasion areas the War Cabinet thought would be good ones for him to study, but he had a pretty free hand in the selection.

General Morgan collected together a team of very able British Army

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planners, officers with staff college background and experience in planning and operations. The United States Ground Forces were ably represented. There was an experienced group of officers from the Royal Air Force. General Candee, with me and three or four others, represented the United States Air Forces. The British and United States Navies were also represented. Our American Air Section of the staff was very slow in building up. It was purposely kept small in the beginning, and built up very gradually. It was several months before it nearly equalled in size -- and it never did equal in rank -- the RAF side of the staff.

It was General Morgan's aim throughout that the views of all sections of this combined and joint staff should receive equal consideration. He even tried to personify the combined character of his staff by wearing a uniform made up partly of British and partly of American articles. His automobile was decorated with an American three-star tag.

At the end of a long series of meetings of the Principal Staff Officers, supported by work outside the meetings by sub-committees and staff sections, the Appreciation and Outline Plan was produced on 30 July 1943. It was approved by the British Chiefs of Staff, and printed, and was taken to Quebec in this form (displaying plan).

It consisted of an "Appreciation", which is the British term for an Estimate to the Situation, and an outline plan for the opening phase and for the subsequent operations up to about D plus 120. Some aspects were considered even beyond D plus 120, such as the spheres of influence of the allies. Attached were a number of annexes, appendices, and maps.

To give you its exact content, here is a list of what was contained in this document. First of all the annexures contained

APPRECIATION AND OUTLINE PLAN
Contents of Annexures

- Task tables for the assault and the follow-up,
- Subsidiary assaults on D-day, and a
- Diagrammatic sketch of the plan.

The appendices were monographs on:

Contents of Appendices

- Port capacities,
- Assault in the North and South Seine Sectors,
- Assault in the Pas de Calais,
- Assault in the Contentin,
- Capture of Alderney, Jersey and Sark,
- Subsidiary assault to capture Havre,
- Naval Forces required,
- Ships and Landing Craft available,
- Provisional organization of the Naval Assault Forces,
- Attainment of the necessary air situation, (this required that the air battle had to start immediately and continue throughout. Planning and execution on this began months

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before the start of OVERLORD),
Planning-data for shipping,
Rate of build-up,
Land Forces available,
Airborne forces available,
Coordination of the action of Resistance Groups in France,
Enemy naval forces,
Enemy defense system,
German flak defenses,
very complete studies of the Beaches,
Meterological conditions to be expected,
detailed studies of the Topography of the Caen Sector,
Administrative considerations, and finally
Methods of improving discharge facilities on the French Coast.

The maps included were of Beaches and Ports, Airfield localities, and finally tentative phase-lines for the operation up to D plus 90 and beyond.

Before I leave the subject, and forget it, I would like to tell you something about the plans for improving discharge facilities on the French Coast. You have heard of the "Mulberries" and "Gooseberries". It was realized early in the planning that if we could not provide some means to secure a protected landing place on those open beaches, even though they were protected from the prevailing winds by the Cherbourg Peninsular itself, we could not build up our forces and supplies as fast as the enemy could bring up forces against us. So very serious consideration was given to the construction of artificial harbors. The artificial harbors were known as "Mulberries" and "Gooseberries". Briefly, the scheme was to bring in old merchant vessels, sink them at a suitable distance off the beach in a long line parallel to the beach, so as to form a breakwater which would cut down the surf inside. Then, on the Western end of the breakwater of old ships, an "L"-shaped structure was to be put in, built of concrete caissons which were constructed at various ports in the South of England, floated and towed across the Channel.

A procession of these large and imposing structures started coming across the Channel very soon after D-day and continued for several days thereafter. That admirable arrangement looked as though it was going to be the answer to most of our unloading problems. It went in nicely, fitted together as it was supposed to do, and created a beautiful calm harbor protected by the breakwater on our best beach, and everybody was very optimistic and self-congratulatory about it.

The Mulberry on Beach Omaha was said to have attained a discharge capacity of something like three times that of the Port of Cherbourg before it was destroyed But about ten or twelve days after D-Day the grandfather

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of all northeasters blew up, which the meterologists told us we had no reason to expect at all at that time of year, and scattered the whole thing from one end of the beach to the other. Instead of a great help, it became a menace to navigation.

To get back to the first Appreciation and Outline Plan: I told you it was completed by 30 July, 1943. Early in the month following, August 1943, it was learned in London that the plan had been approved by the Combined Chiefs of Staff in Quebec.

DECEPTION PLANS AND OPERATIONS.

After the Appreciation and Outline Plan was approved, work on OVERLORD itself more or less went into abeyance for a few months while we prepared and executed a number of deception plans, the most interesting one of which was called "STARKEY". This one was executed early in September, and was an amphibious feint at a part of the French coast that we knew the Germans would expect us to attack. Its main object was to entice the German Air Force to get up off the ground and fight us in the air. It didn't work. It wasn't successful in that respect because the Germans either didn't feel that we had come far enough across the Channel in enough force to reveal our actual intention, or else they caught on to it. I don't think anybody knows which. At any rate, he didn't come up and fight, as he had done at Dieppe the previous year, so we didn't get any destruction of German fighters out of it. But we did get a grent deal of very fine experience, especially in the Air part of it.

The Air participation was not bogus, as was most of the operation. It was quite an exact rehearsal of what we were going to do later. The preparatory softening-up operations, and air activity to deceive the enemy, as well as the moving about of landing craft and the loading of troops and vehicles, continued through five weeks. The Air got really good training out of it. The pilots and crews appeared to enjoy it immensely. It made a fine exercise.

THE INITIAL JOINT PLAN.

The Initial Joint Plan was made jointly by the staff of Headquarters 21st Army Group (British), the Allied Naval Commander Expeditionary Force (Admiral Ramsay), and the Air Commander-in-Chief, Allied Expeditionary Air

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Forces, (Air Chief Marshal Sir Trafford Leigh-Mallory).

The Commander-in-Chief, 21st Army Group was General Montgomery. At the start he was otherwise occupied in the Mediterranean, and didn't appear on the scene until early in the Spring of 1944. In the meantime a staff was set up for him, which was charged with the overall coordination of the Initial Joint Plan. This staff was a very large one, and occupied a very extensive set of buildings in an old boys' "public" school in Hammersmith, near the Western edge of London. I believe this was the public school from which General Montgomery had graduated as a boy. This school was well adapted for large-scale planning. It had a very big assembly-hall for large meetings and command-post exercises. It was well supplied with syndicate rooms about the size of this one, and it had a great many smaller rooms that could be used as offices.

21st Army Group, with advisors from General Bradley's 1st Army Group, the Navy, and Headquarters Allied Expeditionary Air Forces occupied the main school building. The planners from the 9th Air Force (American Tactical Air Force) and the 2nd Tactical Air Force (RAF) took over offices in the "Highmaster's House". At this stage of planning, the two tactical air forces were present in an advisory capacity. This also served to give us early information as to the trend of plans, so we could start preparation of our own detailed plans in advance of final approval of the Initial Joint Plan. This was very necessary in order to enable us to meet the deadlines on our planning schedules.

The Planning Coordinator of the 2nd Tactical Air Force (RAF), and I, as Deputy Chief of Staff, Plans of Ninth Air Force, occupied a room together. The RAF Planning Coordinator was an Air Commodore. Notice that he was an Air Commodore. He ranked me, of course. When you plan with the British it is normal that you get outranked and outnumbered. One's "Opposite Number" is invariably at least one grade higher in rank. This usually doesn't seem to make much difference. On occasion we can make up in other ways, what we lack in rank and numbers.

The first task was the preparation of some forty technical staff studies on which the further work could be based. Of these studies, those which Ninth Air Force planners collaborated on included such titles as:

INITIAL JOINT PLAN STUDIES

The Joint Naval, Ground Force and Air Fire Plan,
The Joint Plan for Delaying the Movement of Enemy Strategic Reserves,

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SAFETY

Air Reconnaissance - Requirements and Resources
Airfield Requirements
Build-up Tables of Units and Stores (in outline)
Detailed organization and procedure for the Build-Up Control Organization (BUCO)
Outline for Air Support
Procedure for Notification of the Bomb-line
Beach-markings
Time and date
Passive Air Defense
Chemical Warfare
Map Reference Codes
Interservice Recognition and Identification
Special purpose codes and cyphers including those for Air Support
Distinctive Markings for Aircraft
Employment of Transport Aircraft
Operational Control of Allied Air Forces
Flying control
Aircraft movement liaison
Air-sea rescue
Air supply and maintainance
Ferrying of Replacement Aircraft
Air evacuation of casualties
Air Dispatch Letter Service
Provision and dissemination of Air Intelligence
Interrogation of German Air Force Prisoners of War and disposal of captured documents and materiel
Air Technical Intelligence
AEAF Meterological Organization
Aircraft safety including US/British airfield procedure and special regulations for flying to and from landing strips, advance landing grounds in the beach area during the initial phase.

The role of the Ninth Air Force Planners in the setup at Hammersmith was like this: We were not regarded as principals at this stage. We were present there as advisors to the staffs of Allied Expeditionary Air Forces, of 21st Army Group and its subordinate, the US First Army, and of the Naval planning staffs. I had with me a small group consisting of an experienced operations officer, a logistics expert or two, an exceptionally well-qualified signals officer, andairfield engineer and an executive. These officers were drawn from the staff of Headquarters Ninth Air Force and from its subordinate commands. From time to time this group was augmented as needful by borrowing from staff sections and commands of Ninth Air Force. My executive maintained a record of the meetings coming up each day and saw that Ninth Air Force was properly represented at each meeting. He also kept a "planning journal" which was a record of all important telephone calls, interviews, meetings and decisions, and he maintained our files. He had as clerical assistants a warrant officer as chief clerk and top secret document custodian, and some stenographers and a draftsman.

The Ninth Air Force Planning Group at Hammersmith busied itself mainly with attendance at syndicate meetings where we were ready to inform planners who needed to know, what the capabilities, limitations and requirements of the

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Ninth Air Force were or would be. That was our main role at that time. We were present there as advisors. When I say "we", I mean the Ninth Air Force Planning Group.

British planners, as you can see from the setup described, were directing all the planning at this stage. British staffs usually produce an agenda prior to a meeting. In a great many cases this is so complete that it is really a draft of the paper which the syndicate expects to produce. The distribution of this paper prior to the meeting is often extremely limited, so that one is sometimes considerably daunted on first going into a meeting to find oneself confronted for the first time with what looks very much like a fait accompli; just about all ready to be sent up to higher authority for approval. The personality of the chairman determines whether you get more or less chance to suggest alterations. This makes it necessary always to scrutinize very carefully the minutes of syndicate meetings, and to be on the alert so that points in which your Commander is interested are not passed over rapidly and allowed to go by default. You may find that you are understood to have agreed to something because you have been silent. And it is often pretty difficult to get the minutes changed if you have let something get by.

This is all a game, you know; and it is played with very great good humor on all sides on a combined staff, and there are no hard feelings about it. It is necessary, however, to know the rules of the game and to keep your eyes open.

That Initial Joint Plan went pretty fast. It was approved by General Eisenhower the 1st of February, 1944. It provided in general that we would attack

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between the Carentan Estuary and the mouth of the river Orne--only this front here (indicating on map). The line between nationalities ultimately ran through Bayeux and to the west of Caumont. And the British 2nd Army was going to attack from here to here (indicating on map) and also to make a small bridgehead on the East side of the Orne (indicating). The American 1st Army was to attack between that line and the Carentan Estuary, swinging around across these marshes and up North to take Cherbourg.

It was a long time, about two months, before it was finally decided to attack at beach UTAH also. I will say more about that later on. But initially the joint plan was quite a simple thing--to go in here and here (indicating on map).

As soon as the Initial Joint Plan came out and was approved, all the lower planning levels could get going. Of course, we already had considerable knowledge of what form the attack was going to take, and we began getting ready to meet our deadlines by doing all the ground work we could. But, theoretically, we couldn't start anything until this Initial Joint Plan came out, and when it did come out we all started in very quickly.

The planning schedule provided that the Allied Expeditionary Air Forces -- this is from the air force point of view--would produce an Overall Air Plan which would in considerable detail delineate the responsibilities of the 2nd Tactical Air Force, RAF, and the 9th Air Force, American, and that the two Tactical Air Forces themselves would wait until the Overall Air Plan came out, and then prepare our detailed plans to conform to it. As a practical proposition that didn't work because the AEAF Overall Air Plan was prepared in a very leisurely manner indeed. In fact, it was not issued until the 27th of April and although it contained a great many basic decisions that had to be known before we could get down to brass tacks on our own plan we had to sniff around and try to find out what those decisions would probably be, and go ahead with plans on that basis. However, we were very close, of course, to the staff planners on AEAF. We saw them every day and actually planned for the 9th Air Force and the 2nd Tactical Air Force right along with them, so that it worked out all right.

Here again the staff organization for planning on the AEAF level was very much delayed. There was a pretty complete RAF setup but a very incomplete American one, so that here again it was necessary for the 9th Air Force to provide a great deal of the actual spade-work that went into the AEAF plan. Also there were several changes in personnel in the higher grades on the American side of the AEAF staff. Perhaps there was also some jockeying for position. All of those problems were greatly mitigated by the very high caliber of the officers that were present in the RAF side of the staff. They were experienced, good

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tempered, and extremely capable. I am thinking of such people as Air Commodore Charles Strafford and Group Commander Tom Gleave. They were towers of strength. The personalities of the people you are dealing with, of course, means a great deal on a combined staff.

The 9th Air Force plan was started around the 1st of February. This is the way we worked it: General Candee had made me Deputy Chief of Staff for Plans of the VIII Air Support Command. When General Brereton arrived with the 9th Air Force and absorbed VIII Air Support Command, he kept me in the same job and gave me what amounted to carte blanche in picking personnel for my section. I tried to show him my appreciation by being very modest in my demands. I had on my permanent staff only five officers. One was used as an executive at General Montgomery's headquarters. He was generally responsible for liaison with the British planners in 21st Army Group.

He prepared a "planning journal" every day, in which he gave me a brief outline of the minutes of every meeting that had taken place, what was going to happen tomorrow, and a resumé of all the interviews any of my staff officers had had with anybody outside.

The whole problem, of course, as you all know--you have heard it time and again--is one of coordination and personal contact with the other people who are making plans, with which yours must match.

I had another assistant, an extremely capable officer out at our 9th Air Force headquarters, who acted as my executive in that office. He was the one who collected parts of the plan and put them together, saw to the checking, and the final detailed coordination of the plan. This officer supervised the writing of final drafts, mimeographing, and the production of the Table of Contents and Index.

The basis, of course, of the 9th Air Force plan was the Initial Joint Plan. In preparing our plan we had to collaborate to further the enterprises and to avoid conflict with all the formations shown on this chart (displaying chart).

Higher

Headquarters Allied Expeditionary Air Force

Associated

Headquarters United States Strategic Air Forces in Europe
Headquarters Eighth Air Force
Headquarters Second Tactical Air Force (British)

Subordinate

Headquarters IX Fighter Command
Headquarters IX Bomber Command
Headquarters IX Tactical Air Command
Headquarters XIX Tactical Air Command

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Headquarters IX Troop Carrier Command
Headquarters IX Air Force Service Command
Headquarters IX Engineer Command
Headquarters IX Air Defense Command

Ground

Headquarters 21 Army Group (British)
Headquarters European Theatre of Operations United States Army
Headquarters First United States Army Group
Headquarters First United States Army
Headquarters Third United States Army

Naval

Headquarters Allied Naval Expeditionary Force
Headquarters Western Naval Task Force

We had to deal with the Allied Expeditionary Air Force, a part of which we were. We were associated with the US Strategic Air Forces in Europe. We were going to have to depend on the heavy bombers of the Eighth Air Force to do a lot of the preparatory bombardment and possibly call them in during the initial assault to take out the targets that were farther back and which required heavier treatment.

These two were in the AEAF organization together (indicating Ninth Air Force and 2nd Tactical Air Force RAF). The 2nd Tactical Air Force was our "opposite number" in the RAF. We were very fortunate indeed in having quite a long acquaintance, something like two years, with everyone in the 2nd Tactical Air Force. We knew what they had in the way of equipment and what they could do. Our relationship with them was very close and pleasant.

Further, in coordinating the Ninth Air Force plan, of course all this block here (indicating the "Subordinate" units on chart) had to plan not only not to interfere with each other, but to help each other out.

Initially, for instance, a great deal of my time was spent with the staff of IX Engineer Command, because we had to get them ashore early in the assault. They would have to prepare emergency landing grounds, refuelling and rearming strips and advance landing grounds, at the earliest possible moment, so we could get our fighter groups across the channel and operate them from near the battle. You will appreciate, of course, that initially we accepted a very considerable handicap in having to fly for 100 to 120 miles before we could get to the area where the fight was taking place; so it was of the utmost importance we get in there quickly with our airfields and move our fighter groups across. This was done very successfully; done to admiration.

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These were all subordinate echelons, you understand, of the Ninth Air Force; this tactical air command here (indicating 9th Tactical Air Command) being with the 1st Army, and this one here (indicating 19th Tactical Air Command) being set to go in with the next Army to arrive on the Continent. This Army is now in and operating, as you can see on the maps in this morning's papers.

Of course SHAEF was coordinating the overall plan for the European Theatre of Operations, and although it was important, of course, we did not have a great deal of contact with the staff of SHAEF. They published a number of monographs of a general nature, applying to the combined features of the operation, on such matters as codes, notification of the bomb-line, time and date, distinctive markings for airplanes; things of a general nature like that. We incorporated their directives in our plans, and referred to the original monographs where they applied. But we had little actual contact with SHEAF. AEAF, naturally, had more.

The 1st Army Group at this early stage of planning, for the period from D-Day to D plus 45, delegated its planning to 1st Army. This simplified things a good deal, as while we were working on the initial assault part of the plan we had only to deal with 1st Army.

The 3rd Army was to come in about D plus 45.

When that point in plans was reached, we had to move up and plan on the 1st Army Group level. As a matter of fact, General Bradley was always in the position of wearing these two hats (indicating on chart 1st Army Group and 1st Army), and that too was a simplification, because we knew what his overall scheme of manoeuver was from the very start. Being an Air Force, we were dealing theoretically with the 1st Army Group staff, but 1st Army Group and 1st Army staffs were in the same buildings where we could deal with them simultaneously.

The 3rd Army staff didn't come in until rather late in the planning. When they appeared, the basic plans had already been made. As soon as they arrived we sent an air liaison officer to them, many of their staff officers came to London to be briefed and brought into the picture as rapidly as possible.

We had very important relationships, of course, with both of these; The Allied Naval Expeditionary Force and the Western Naval Task Force, the latter of which was the American part of the Allied Naval Expeditionary

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OUTLINE OF PRESENTATION OF VIEWS OF
THE C.G., A.A.F., ON THE ROLE OF THE AIR FORCES
IN THE DEFEAT OF JAPAN

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LT. COL. A.L. JOHNSON
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COMMITTEE OF OPERATIONS ANALYSTS
REPORT ON
VULNERABILITY OF JAPANESE ECONOMIC OBJECTIVES
TO
STRATEGIC AIR BOMBARDMENT

PRIMARY TARGET SYSTEMS

WITHOUT PRIORITY:
- COKE OVENS-STEEL
- MERCHANT SHIPPING (INCLUDING TANKERS & PALEMBANG REFINERY)
- URBAN INDUSTRIAL AREAS
- AIRCRAFT INDUSTRY
- ANTI-FRICTION BEARING INDUSTRY
- ELECTRONICS INDUSTRY

SECONDARY TARGET SYSTEMS

WITHOUT PRIORITY:
- NITROGEN
- ALUMINA
- PETROLEUM REFINERIES
- AUTOMOTIVE INDUSTRY
- SHIPBUILDING
- RAILWAYS

6 FEB. 1944

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OUTLINE OF PRESENTATION OF VIEWS OF THE COMMANDING GENERAL, ARMY AIR FORCES, ON THE ROLE OF THE AIR FORCES IN THE DEFEAT OF JAPAN

We should like to present for your consideration the views of the Commanding General, Army Air Forces, on the role of the Air Forces in the war against Japan.

We should like to start with the broad concept of Pacific strategy which has been agreed upon by all the Chiefs of Staff and which is set forth in COS 417/2.

Over-all objective

"To obtain objectives from which we can conduct intensive air bombardment and establish a sea and air blockade against Japan, and from which to invade Japan proper if this should prove to be necessary."

This over-all objective sets forth three general strategic phases in chronological sequence.

The *First* phase is, the *securing of objectives* from which we can conduct. . . . . .

in the *Second* phase, *air bombardment* and *sea and air blockade* against Japan to undermine her war making capacity to the point where her resistance is fatally weakened and from which. . . . . .

in the *Third* phase, to *invade Japan proper* by land, sea and air forces, should that prove to be necessary.

The third phase is so far in the future that we question whether it can or should be defined at this time. So much will depend upon the strategic situation resulting from operations in the first and second phases, that all that we should like to say of the third phase now, is that there will come a time when our land, sea and air forces must strike in concert to complete the defeat of Japan.

The second phase we feel can be more definitely analyzed at this time, at least from the air point of view.

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We propose first to analyze the operations of the second phase, involving intensive air bombardment and sea and air blockade, and then to discuss the first phase, involving the acquisition of the necessary bases.

A great deal of research has gone into the determination of targets for air bombardment whose destruction will undermine the capacity of the Japanese war machine until it is fatally weakened. All the information available to this Government and Great Britain has been carefully sifted and collated. The Committee of Operations Analysts, comprising representatives of ONI, G-2, A-2, OSS, our Bureau of Economic Warfare, the British Ministry of Economic Warfare, and numerous civilian specialists have all collaborated to produce this data (Exhibit - bound volumes of data). This intelligence has, in turn, been carefully analyzed to determine which systems of targets were vulnerable to air attack, within the capacity of the air forces which it seemed likely we would have. Subcommittees of military and civilian experts, have devoted months of research to each of 19 favorable industries evidenced by separate reports such as this, (Exhibit - Coke Study) all of which is summarized in this report (Exhibit - Final Report). The findings of this committee are kept up to date and current summaries are as follows:

These are the selected six elements of Japanese industry which are recommended as primary targets and the six other systems as secondary targets. The target systems in each category are listed without priority among themselves.

One of the most important elements in modern war economy is steel. Japan's steel production has grown at a phenomenal rate in an effort to meet the demands of war. In the last eight years the pig iron production, from which most of the steel is derived, has risen from 2,200,000 tons annually to 10,450,000 tons. An examination of the steel industry indicates that the key bottleneck is coke which is necessary for the production of pig iron. The coke industry of Japan affords an ideal air target.

The committee's studies indicate that the Jap coke industry is

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JAP COKE INDUSTRY

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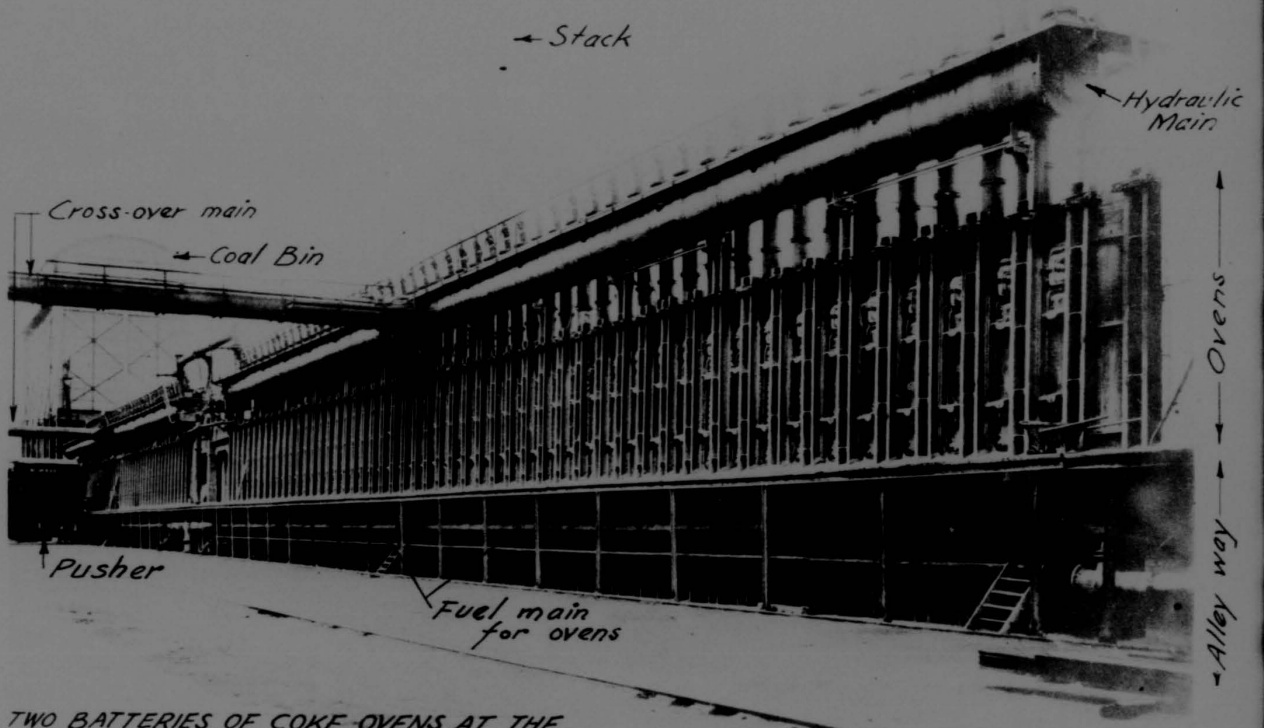

TWO BATTERIES OF COKE-OVENS AT THE NIPPON SEITETSU K.K. AT YAWATA, KYUSHU

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APPENDIX D-1

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peculiarly concentrated in the Manchuria, Korea-Kyushu area. Three installations of coke-oven batteries produce in excess of 80% of Japanese capacity. One plant, near Mukden, produces 34%.

Coke is produced in ovens of precision brick construction, easily identified and most susceptible to shock from bombing attacks.

If a crack is made in the bricks and air gets into the ovens, the temperature rises to a point where the bricks are fused and rapid self-destruction results. Reconstruction is estimated to require 18 months.

The Committee estimates that the destruction of the three major targets would reduce Japanese steel output 25% immediately and 50% within a year. The Committee states: "These coke ovens are the prime economic target. They should be attacked as soon as the forces necessary to destroy them become available."

The next target system under consideration is merchant shipping. Shipping is especially critical to Japan for two reasons. In the first place, Japan is an island empire and whose homeland is highly industrialized, but poor in raw materials. The raw materials must be brought to Japan in ships for fabrication. In addition, approximately 20% of Japanese food must be imported to sustain the population. Japan imports 75% of her oil, 88% of her pig iron, 24% of her coal. The second vital requirement for Japanese shipping is, of course, to maintain her armed forces on their many fronts. By the fall of 1943 Japan had approximately 4,980,000 tons of shipping. Her requirements were for 5,080,000 tons, showing a deficit of 120,000 tons of shipping. Her losses in 1943 approached 180,000 tons per month. It is expected that in 1945 her rate of loss will be increased to 180,000 tons per month due largely to increased activities of our submarine forces, which should cause a deficit of 425,000 tons of shipping. Japan is attempting to maintain her requirements by constructing 80,000 tons of steel shipping per month and about 80,000 tons of wooden shipping. It is expected that this shipping loss will force Japan to accept the lowest level of military transportation consistent with purely defensive strategy. If the deficit can be raised to 1,000,000 tons, Japan will be forced to choose be-

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JAP REFINERY CAPACITY

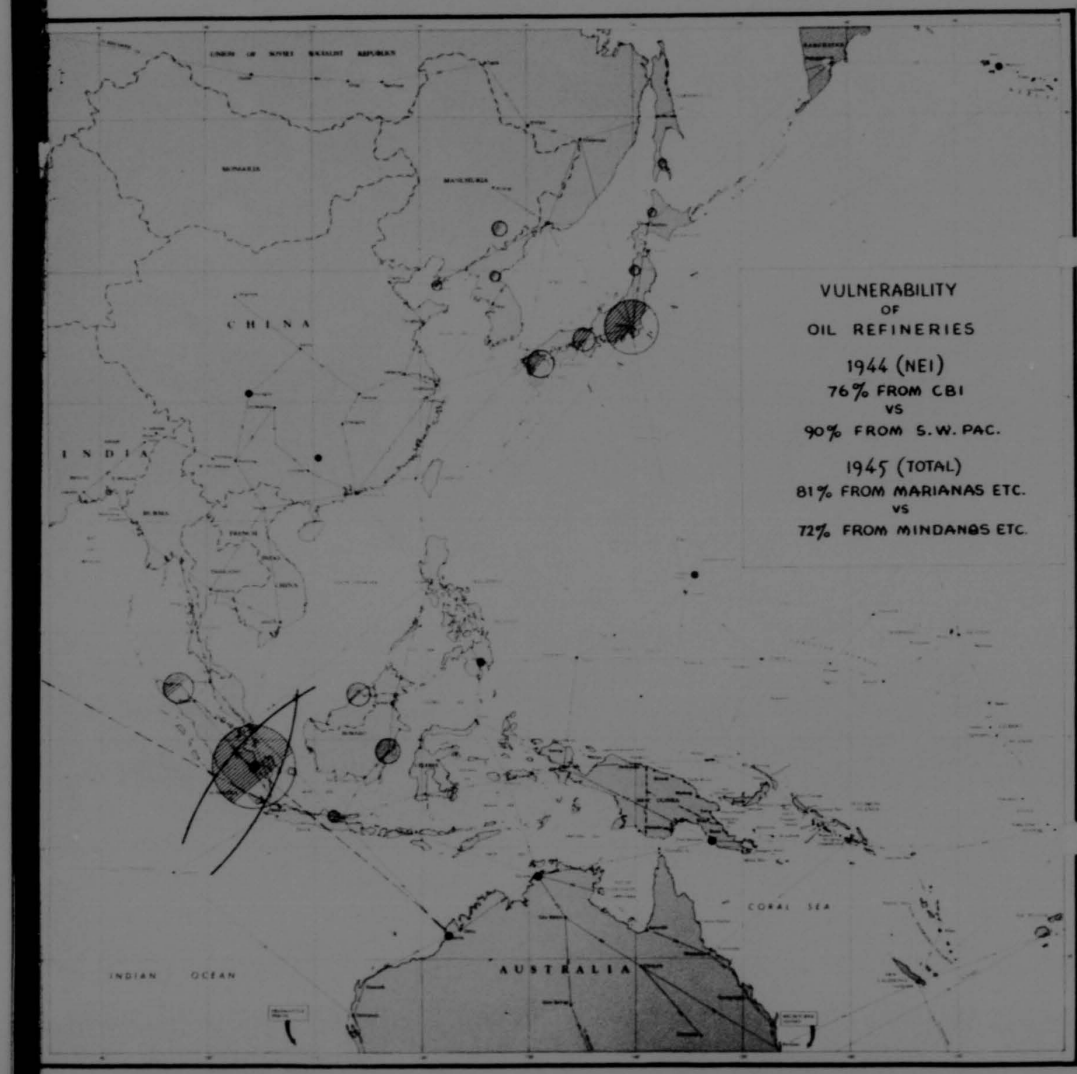

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PHOTO E . . . Pladjoe Refinery, looking NE. **TARGET 61a-b-c-d:** (a) Distilling Towers. (b) Distilling, Reforming and Cracking Installation. (c) New Aviation Gasoline Plant. (d) Power Plant.

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tween a critical cut in industrial output and a total withdrawal of shipping from southern areas. Tankers are especially critical in the present Japanese situation. The greatest concentration of shipping is seen to be in the Yellow Sea area.

It is estimated by the committee that Japan has less than a half years supply of petroleum in stock piles, and approximately three-fourths of her requirements are imported from the Dutch East Indies. Most of the fuel oil production of the Dutch East Indies does not require elaborate refining, and a substantial part of it requires no refining at all. The Japanese requirements for fuel oil for 1944 are estimated at 45,150,000 barrels of which 33,000,000 is required for the Japanese Navy. The committee concludes that most of the refineries in the Netherlands East Indies are not critical to Japan. The one exception is the refinery at Pladjoe, near Palembang in Sumatra, the destruction of which would require carrying large tonnage of crude oil to Japan for refining and would add 12 to 15 to the number of tankers required, equivalent to five or six months average sinkings of tankers. Japan is vulnerable in regard to fuel oil. The bottleneck is transportation. The targets at present are Pladjoe and tankers.

This slide depicts the location of the other four prime target systems recommended. They are all highly concentrated in Japan proper. Aircraft production is largely concentrated in 13 plants which produce 60% of all aircraft, 70% of all engines, and 50% of all propellers. 90% of the ballbearings are produced in only six plants. 50% to 85% of the radio radar tubes are produced in two plants.

In addition, a great portion of the Japanese population and the majority of Japanese industry are concentrated in a small number of great industrial cities. Most of these industrial cities are highly vulnerable to incendiary attack. Wood is the basic construction material used in 90% of the construction, which, in many cities, are built so closely together that roof coverage averages 50 to 80% as compared with 35 to 60% in German cities. Tests have been conducted to determine the incendiary vulnerability of Japanese structures. It is estimated as a re-

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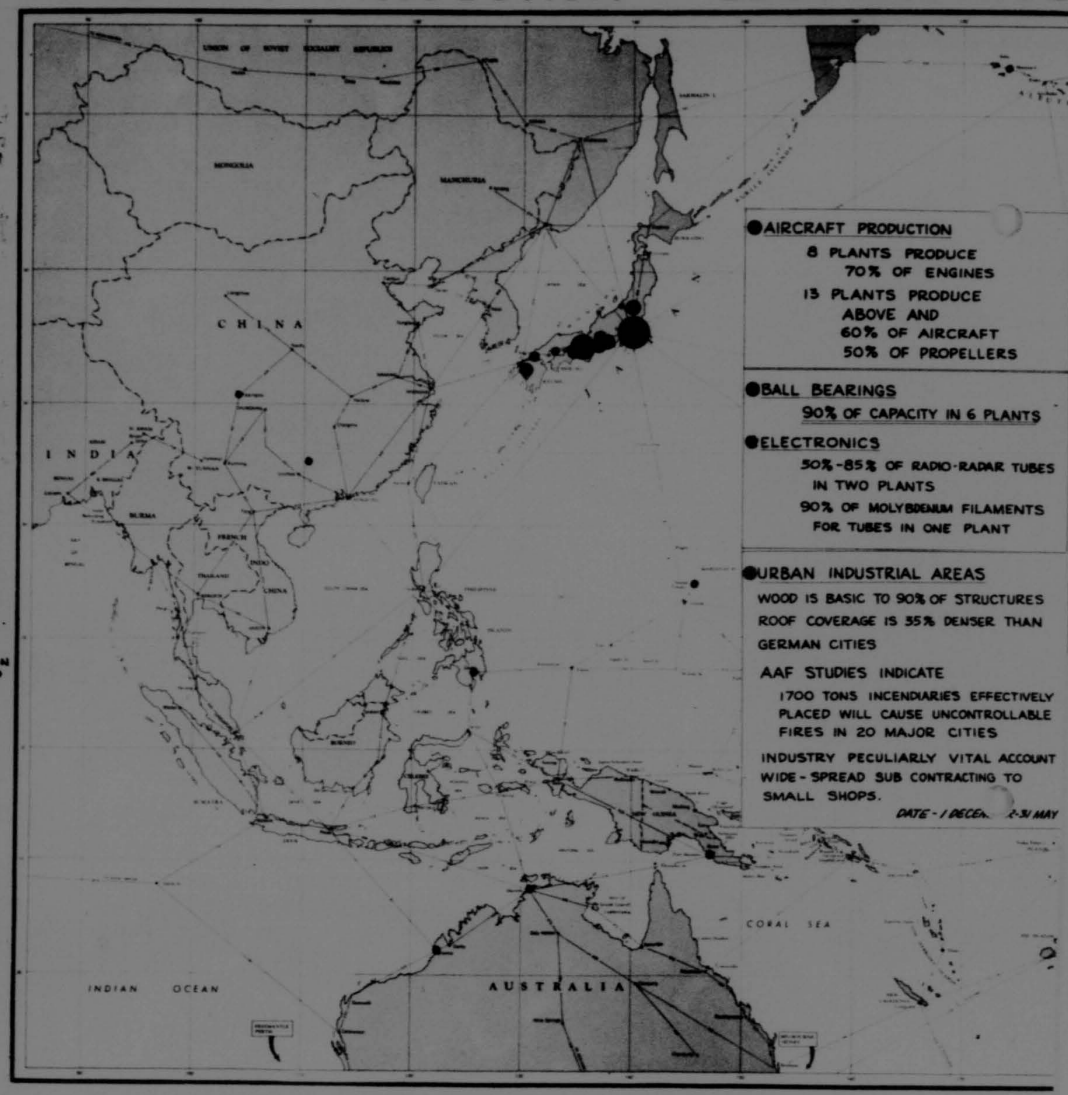
URBAN AREAS — BALL BEARINGS
AIRCRAFT PRODUCTION — ELECTRONICS



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sult of those tests that less than 2,000 tons of incendiaries falling within selected areas of 20 cities would produce uncontrollable conflagrations in each of them. Less than 700 tons are estimated for Tokyo, a city of nearly 7,000,000. This is in interesting contrast with Hamburg, a city of approximately 2,000,000, where the RAF dropped 4,849 tons of incendiaries and 5,139 tons of H.E. in order to burn out 70% of the city. The vulnerability of Japanese industrial areas is illustrated by this comparison between the German cities built of stone and brick with slate roofs and, a typical Japanese city of far greater roofage density and highly flammable construction. These urban areas are profitable targets, not only because they are greatly congested, but because they contain numerous war industries, large and small, particularly vulnerable to fire. The Japanese have adopted a widespread practice of sub-contracting to many small handicraft and domestic establishments.

One of the most significant aspects of Japanese vulnerability to air attacks, to weaken her military structure, lies in her industrial isolation. She is cut off from every other industrial nation of the world. This is in marked contrast to the other Axis partner, Germany. For instance, ballbearings were also one of the vital elements of Germany's war economy. Our two attacks on Schweinfurt destroyed 70% of the plant's capacity of the six ballbearing plants in that city. They produced approximately one half the ballbearings made in Germany. Loss of that production capacity was a heavy blow. However, Germany turned to Sweden, Switzerland, Italy, Czechoslovakia and France in an effort to make up her deficiency. No such opportunity is available to the Japanese.

If these target systems are accepted as the proper ones for our initial air bombardment to soften up the Japanese before the final decisive action by our land, sea and air forces, then we may proceed to examine the means available to accomplish their destruction. The first available means upon which we expect to rely for air bombardment against Japan is the B-29 Very Long Range Bomber.

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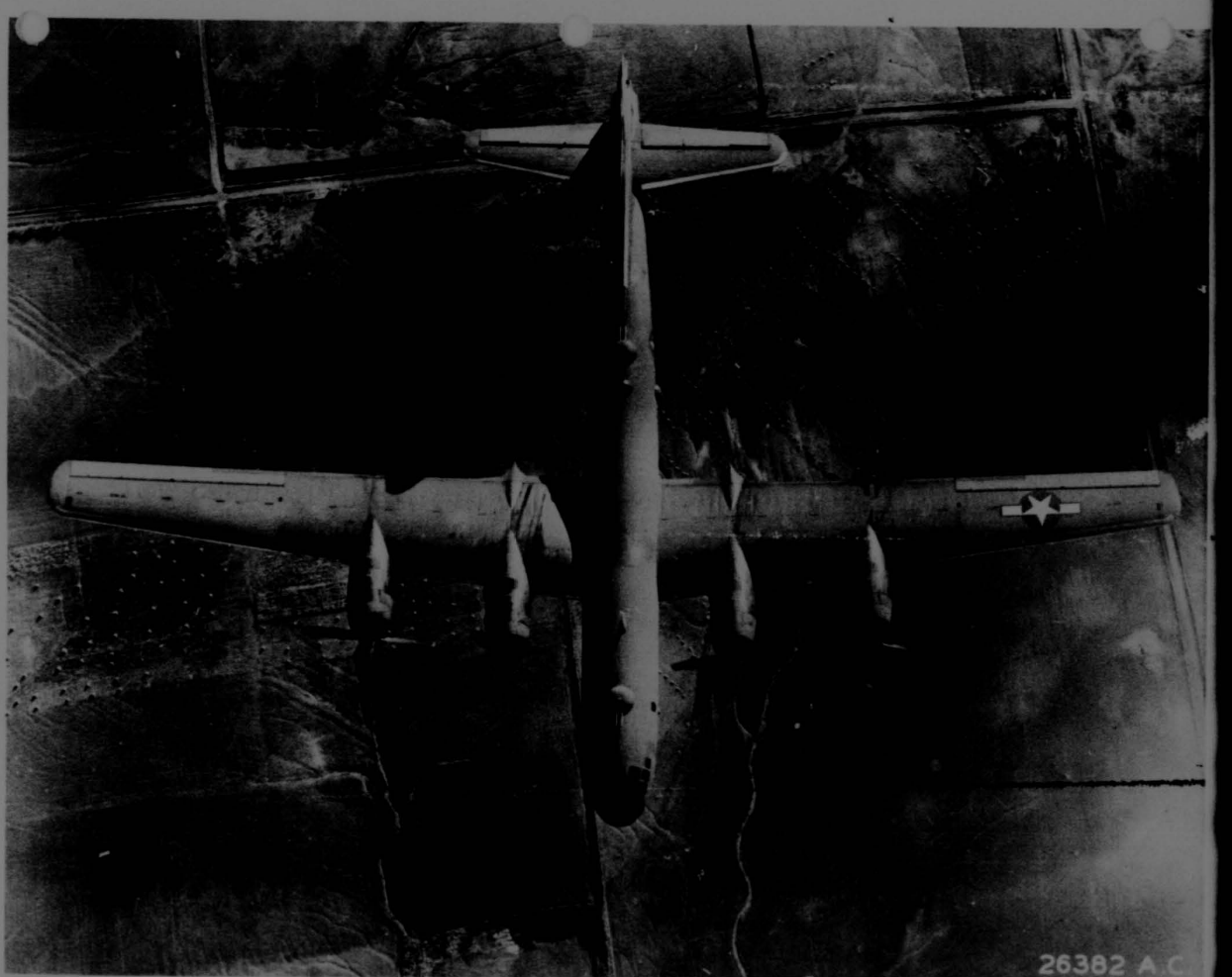

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This airplane was designed and produced to meet this problem of long range attacks against Japan. Its radius of action fully loaded with 10 tons of bombs is approximately 1400 miles if the approach is over water and about 1350 miles if the approach is over land. The difference lies in the fact that early provision must be made for high performance in an approach over land, where there may be interception of enemy fighters. With five tons of bombs the radius of action over water is approximately 1800 miles and over land about 1600 miles. The airplane is very fast, about 370 miles per hour at 30,000 feet, and is heavily armed, with 10 - 50 calibre machine guns and one 20mm cannon in turrets. It is approximately 100 feet long, has a wing span of 141 feet, and weighs fully loaded about 130,000 pounds, twice as much as a fully loaded B-17.

Some question has been raised as to the ability of the airplane to defend itself against Japanese fighters.

We have conducted extensive, and practical, tests to resolve that question as far as it is possible to do so without actual combat.

Ten of our best fighters, new P-51's, flown by experienced fighter pilots, made attacks from all directions against the B-29 at 22,000 feet. The B-29 was cruising at an indicated speed of 200 miles per hour.

They experienced considerable difficulty. They concluded that the best attacks were from head-on, but they found it difficult to get into position for this form of attack because of the small margin of speed which they enjoyed. This is particularly significant when it is realized that the top speed of the best Japanese fighter at 30,000 feet is estimated at 310 miles per hour - actually 50 miles per hour slower than the B-29 and one hundred and thirty miles per hour slower than the P-51B.

The forward top turret is being modified to accomodate four .50 calibre machine guns.

By the end of next month (March) we will have four groups of B-29's including reserves.

The tactics to be used in employing these very heavy bombers will, of course, develop with experience in the theater. There are three general tactical methods that might be employed.

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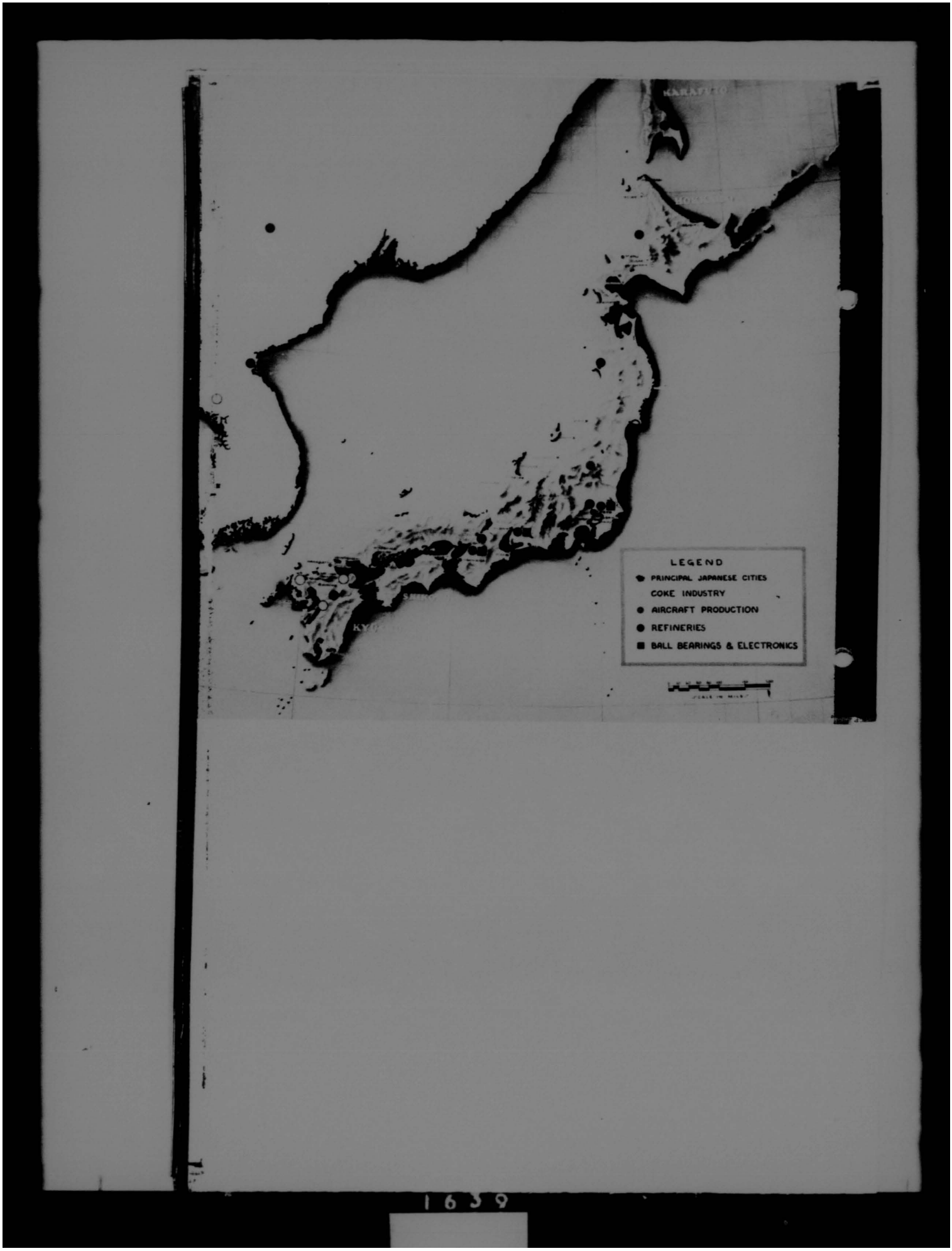

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a. First, they may be used in dense formations in daylight, to conduct precision bombing of selected targets from high altitude. The airplane is as heavily armed as the B-17 and the latter has stood up remarkably well in Europe against extremely heavy fighter opposition. To attack Germany the B-17's have had to penetrate several hundred miles of enemy opposition. In the attacks upon Japan the penetration will, in every case, be shallow since the targets are all practically on the coast.

b. Another method of operation might be at night, using the ordinary bomb sight, very much as the British are operating their heavy bombers over Europe.

c. A third method that is particularly appealing is by night or in overcast conditions using radar type bombing equipment. The B-29 has such equipment built into it at the factory. The equipment is now quite reliable and has been in use for some time from England. Whereas it suffered from some limitations in attacks against critical elements in Germany, it is ideally suited for operations against vital elements in Japan. The equipment throws on a screen a reflection of the terrain over which it passes. Shorelines and especially irregular shorelines are very easily followed. As may be seen from this map, all the principal Japanese cities in which the vital industries are located are ideal targets for radar bombing operations under instrument weather conditions. They are located on pronounced irregularities in the shore line. Tokyo, Kobe, Nagaski and Nagoya are all easily identified. This operation, permitting the use of individual aircraft with maximum efficiency, and maximum security against enemy opposition, may well be our principle tactical method against Japan proper.

With this equipment, the B-29, it is apparent that our bases must lie preferably within 1400 and certainly within 1800 miles of our targets.

In seeking air bases from which to conduct the air bombardment, and the air component of the sea blockade, these five factors seem most critical:

a. We must, of course, be within tactical radius of the target.

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b. The bases should be defensible without committing our forces to an unlimited major conflict on land. For instance, bases in the Shanghai area of China seem desirable from a standpoint of position. However, their acquisition and retention would commit us to a major continental war. Any effort to seize air bases which involves major land engagements with large components of the Japanese Army will involve us in a time-consuming and costly continental war. Hence, from a standpoint of defensibility we would prefer island air bases. An island, once seized and cleared, can be defended by a relatively small force and does not absorb a large proportion of the air, land and sea effort for its defense.

c. We would like to acquire bases at a time rate which will absorb our B-29 groups as rapidly as they become available. That scheduled availability is roughly as follows: We have four groups available now which will be on their way next month to Chengtu to initiate operations against the coke ovens. The second four groups for that operation will be available by September of this year. By December there will be an additional six groups. By March of next year there will be six more. By July there will be a total of 26 and by the end of 1945 there should be 49 groups.

If the war in Europe is not over by July of 1945, only 24 of these groups will be available for employment in the Pacific. The others will be obtained by re-equipping groups of Heavy Bombers now committed in Europe.

d. The next factor is the capacity of the bases to accommodate and support the B-29 units from a logistical viewpoint. The islands which seem capable of accommodating air bases in this second phase, the air bombardment of Japan, are as follows: Formosa, Luzon, the Marianas and Paramushiro. In addition, there is the Chengtu base which is in a sense, an island, since it is separated from Japanese forces by 500 miles of extremely difficult terrain. These base area have been carefully surveyed and analyzed by the Army Service Forces.

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ANALYSIS OF PORT CAPACITIES VS REQUIREMENTS (MARIANAS)

AIR FORCE OF 12 VHB GROUPS *
1 HB GROUPS (SEA SEARCH)
2 MB GROUPS
4 FTR. GROUPS

	PERSONNEL	SHIP TONS
GROUND & SERVICE (3 DIVS)	132,000	105,600
** AIR & SERVICE	79,200	63,360
	211,200	168,960

PRESENT PORT CAPACITIES IN SHIP TONS PER MONTH (CPS 86/2)

GASOLINE & OIL	GALLONS	SHIP TONS
GASOLINE (25% IN DRUMS)	13,490,408	19,109
OIL IN DRUMS	269,844	1,529

		MAXIMUM OCT-JUN		MINIMUM JUN-OCT
BOMBS & AMMUNITION	17,329	198,000	GUAM	129,000
		165,000	SAIPAN	152,000
AIR CORPS TECHNICAL SUPPLIES	7,812	88,000	TINIAN	87,000
	*** 214,739	451,000		368,000

* WITH 6 VHB GROUPS DEPLOYED, REQUIREMENTS ARE REDUCED TO 177,800 TONS
** SERVICE FORCES REQUIRED BY AIR FORCES INCLUDED
*** 3 - 100,000 BBL. TANKERS AND 20 LIBERTY SHIPS MONTHLY

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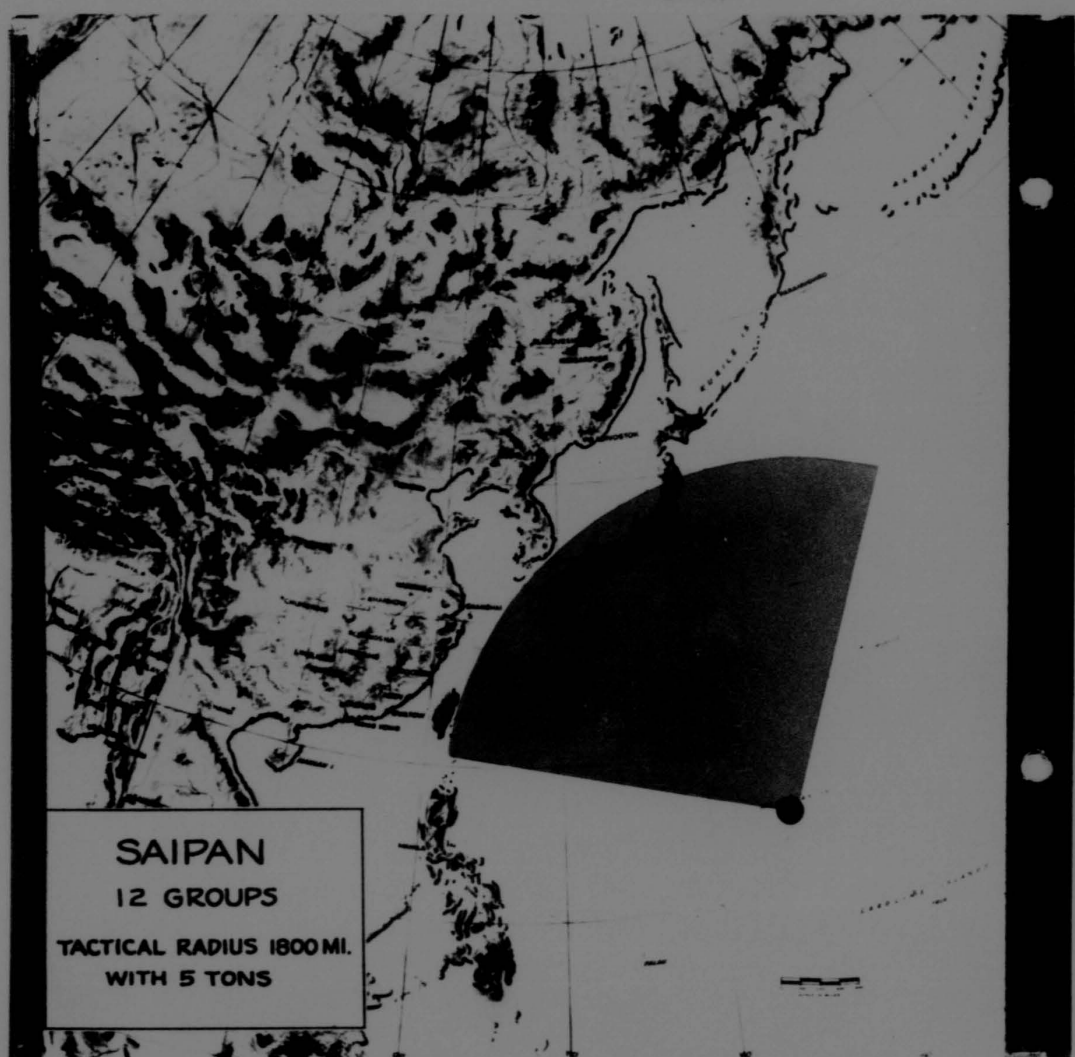

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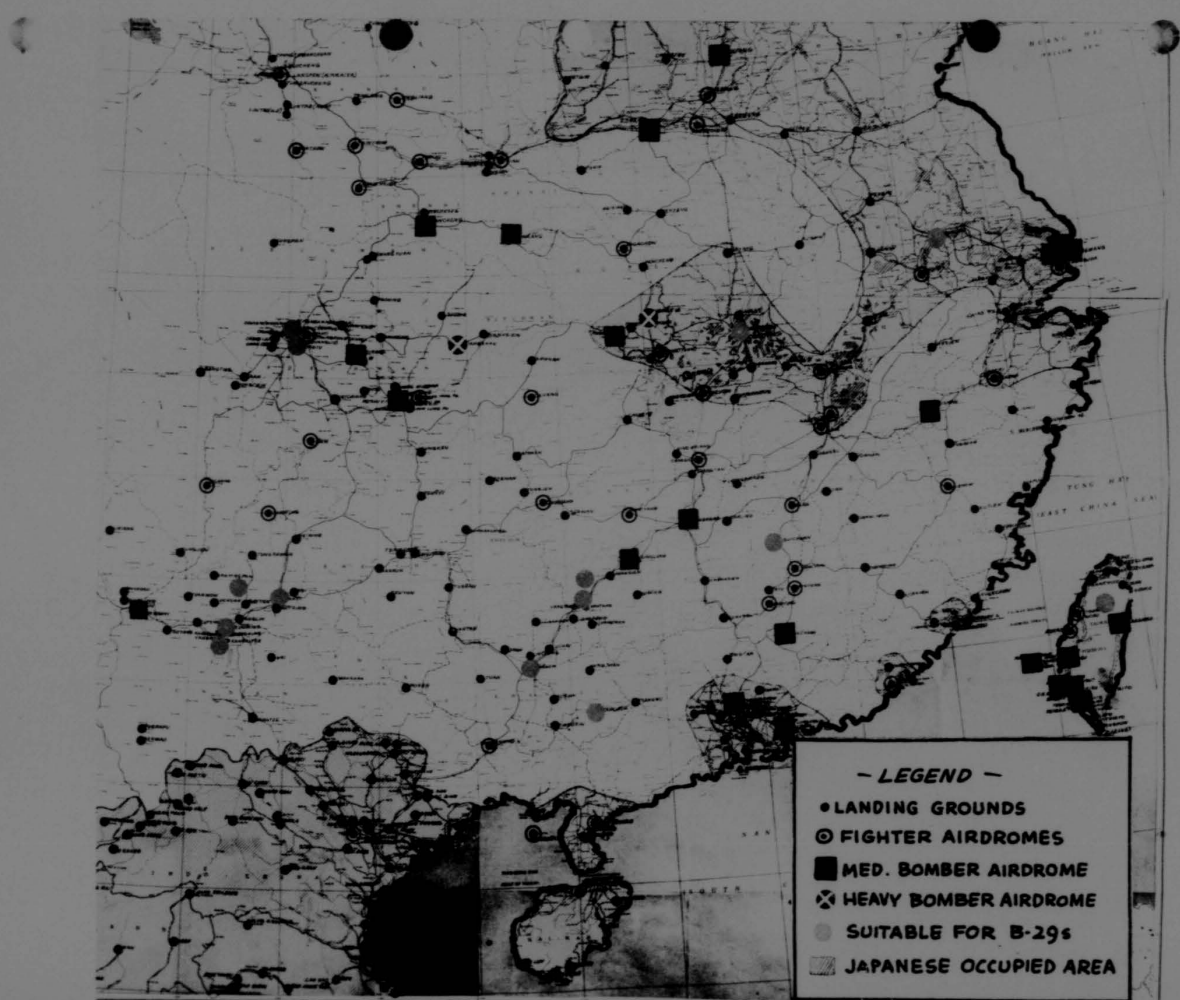

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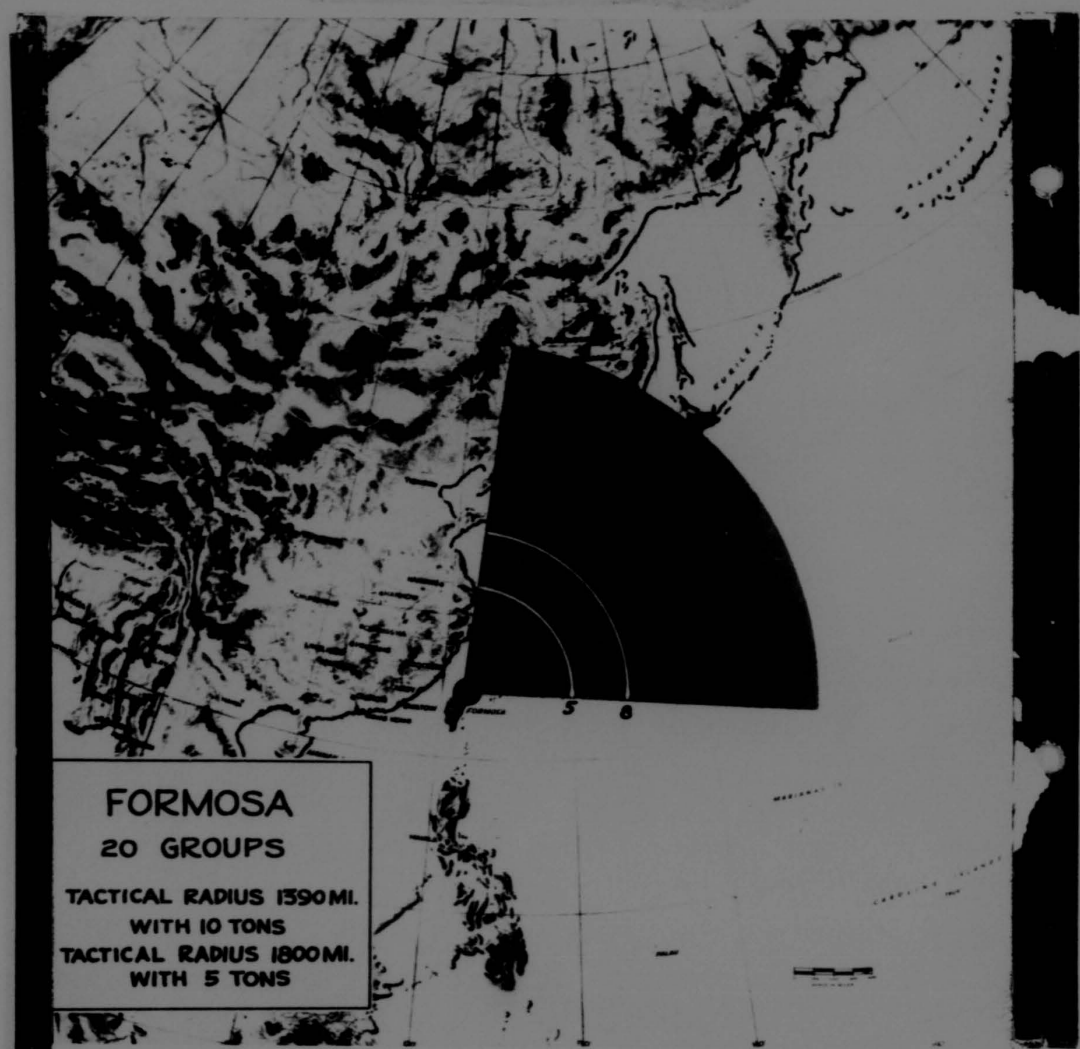

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Considering them successively, there are first the Marianas. These islands, Guam, Saipan, and Tenian, are capable of sustaining B-29 air bases.

This is Guam in the Marianas. (Plans now under consideration in the Pacific indicate the feasibility of capturing this, and the other two important islands of the Marianas group.) The air plan calls for the construction of three B-29 fields with runways 8,500 feet long. Two of the fields have hard-standings for two groups, 56 bombers each. The field which has only two runways has hard standings for only one group. The fighter field has three runways and is adequate to accommodate one complete fighter group.

This is Isengsong, the northern-most field. It is estimated to require the movement of 726,000 cubic yards for grading of runways, 365,000 cubic yards for taxi ways, hard standings and roads. The total ship tons required for materials for construction are 10,760. about one Liberty ship. All the essential facilities for operation of the B-29's are provided at this base, and at the others. The reserve aircraft probably will be stored in the Marshalls or other rear areas.

The two larger B-29 fields could be established in 92 work days and 102 work days, respectively; the smaller B-29 field would require 82 work days while the fighter field would require 41 days. if a construction unit was assigned to each field. (That would require 8 Aviation Engineer Battalions, and would complete construction in 3½ months. If a lesser number of Aviation Engineer Battalions is provided, the work will take longer.) Ship tonnage requirements for construction of airfields for all the islands would be 32,000 tons for equipment and 33,000 tons for materials. a total of 65,000 ship tons - about seven Liberty ships, which is well within the port capacity available.

The logistical requirements to *support operations* against Japan, *after* construction of the air fields, by twelve B-29 groups, one heavy bomber and two medium bomber groups in more local operations, and four fighter groups for defense purposes have been computed. Total monthly tonnage requirements, including those of defense forces, are estimated at 215,000 tons, or three 100,000 barrel tankers and 20 Liberty ships

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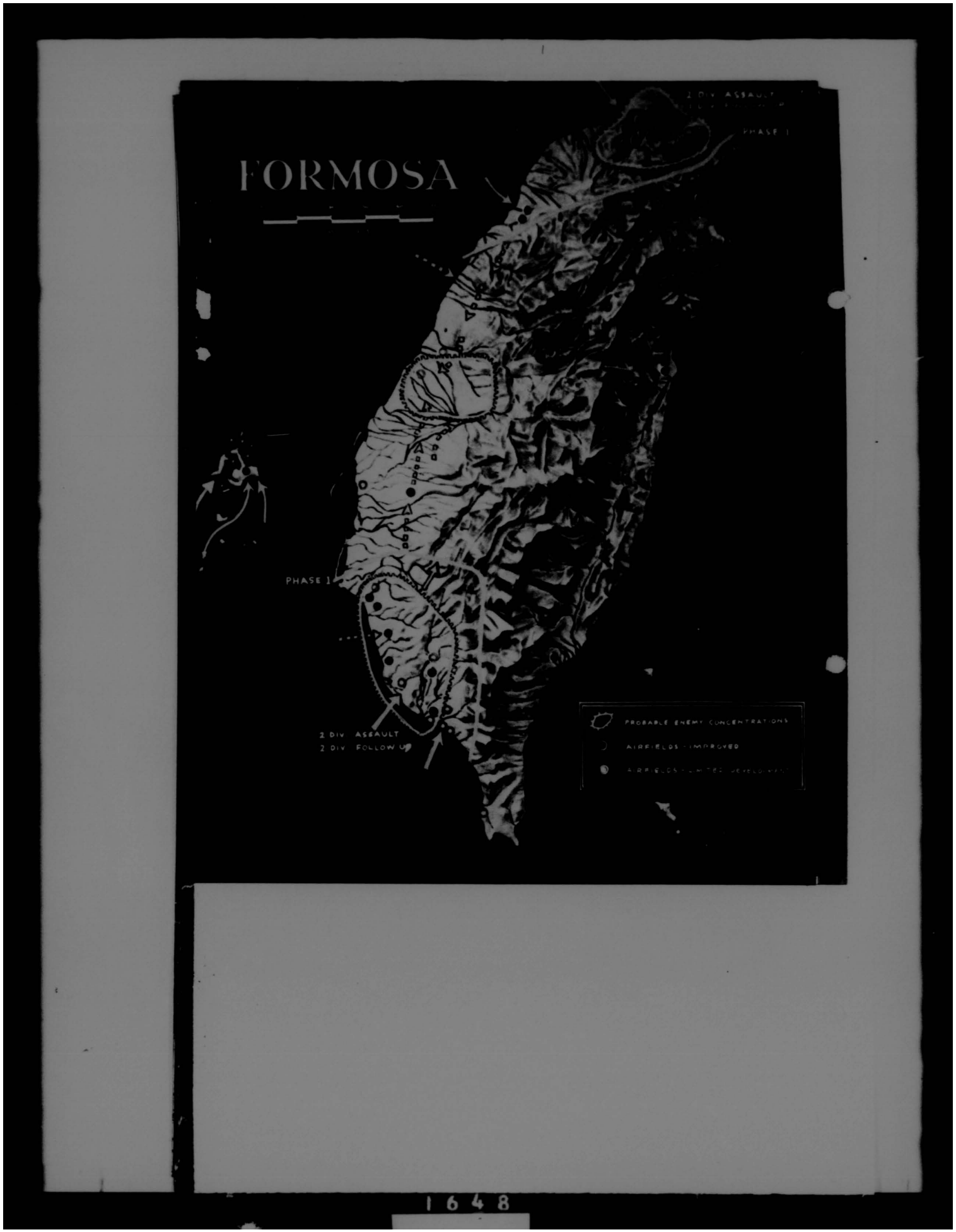

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FACTORS DETERMINING DESIRABILITY OF B-29 BASES

- ★ DISTANCE FROM STRATEGIC OBJECTIVES.
- ★ DEFENDABILITY OF AREA.
- ★ TIMING OF ACQUISITION ··· IN RELATION TO ···
- ★ AVAILABILITY OF B-29 UNITS.
- ★ CAPACITY TO ACCOMMODATE STRATEGIC AIR FORCES & LOGISTIC SUPPORT.

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per month. The Army Service Forces estimate total port and anchorage capacity as 451,000 tons per month from October to June and 368,000 tons from June to October which adequate in either case to meet the requirements for operations.

All of the primary strategic systems in Japan proper are well within five ton tactical radius of the Marianas, and, in fact, are within the indicated eight ton tactical radius for B-29 operations over water.

12 groups of B-29 aircraft operating from the Marianas should be capable of conducting 1575 sorties per month, with a minimum five ton bomb load, or delivering 7,875 tons of bombs each month against these vital Jap home-land objectives. This is two-thirds as much tonnage as the entire 8th Air Force carried against Europe in January, which was the best month of the war. This operational estimate is based on the rate experienced in strategic bombing operations from England.

Operations from the Marianas should cause the concentration of substantial enemy air defense forces back in Japan, with consequent reduction of air forces in the Pacific areas. This should provide a considerable measure of assistance to the ground, naval and air force advance. It will also provide security for the northern flank of the advance across the Central Pacific and permit the conduct of B-24 and other operations to aid in the neutralization of the Carolines, including Truk.

From the standpoint of desirability alone, the island of Formosa is the first choice of all available island bases for strategic bombing operations against Japan's mainland. There are at least 30 existing airdromes on the island of Formosa at this time, which would, of course, require considerable expansion and reconstruction to accommodate B-29 aircraft. However, terrain study by the Army Service Forces indicates that there are no serious problems involved in providing these airdromes. Our studies to date indicate that approximately 20 VLR (B-29) groups, 20 fighter groups, 5 medium bomb groups and 5 heavy bomb groups (B-17 or B-24 type) could be accommodated on the island. The medium and heavy bombers, with a radius of action of 500 and 800 miles, respectively, would be especially valuable against shipping concentrations in Yellow Sea harbors and, in addition,

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would provide strong defense forces.

Using the same rate of operations as was used in the discussion of the Marianas, 20 groups of B-29's will provide for 26,250 tons of bombs per month against Japan - or three and one-third times as much as the Marianas and over twice as much as our best month in Europe.

An outline plan has been prepared for the capture of Formosa, calling for four divisions in the assault and three in follow-up. The Pescadores, which should also be captured, afford a site for a Naval base. One of the critical aspects of an assault upon Formosa is the provision of fighter cover, the direct assistance of fighter-bombers, light and medium bombers, and the early establishment of fighter defenses ashore, since we lack land air bases on any islands close by to provide this support. However, recent air operations have thrown a new light upon this problem.

The 14th U.S.A.A.F., operating from China, has recently conducted a series of operations against the island of Formosa, obtaining valuable photographic reconnaissance of Tenian and other critical areas, and conducting attacks on Japanese installations there.

On November 25th, Jap installations were attacked by 14 B-25's, 8 P-38's and 7 P-51's. This slide shows the airfields now available to us in China. The build up of supplies in this region, from which fighter support would be afforded to an amphibious operation for a few critical days, is a matter well within the realm of practicability, if it is acted upon immediately and given the necessary priority.

The next base area under consideration is northern Luzon. Not only are the distances to Japan at maximum radius but the logistic problems are unusually difficult. There are two potential base areas, one in the Cagayan Valley, served by the port of Apari from which central Japan could be reached. The other is in the valley north of Manila, served by that port, from which southern Japan could be attacked. Either will involve an extensive campaign to rid the area of Japanese.

A preliminary logistic study of Luzon indicates that 8 VLR, 8 heavy bomber, 10 medium bomber and 16 fighter groups might be accommodated there. No estimate is available at this time of the ground forces necessary to

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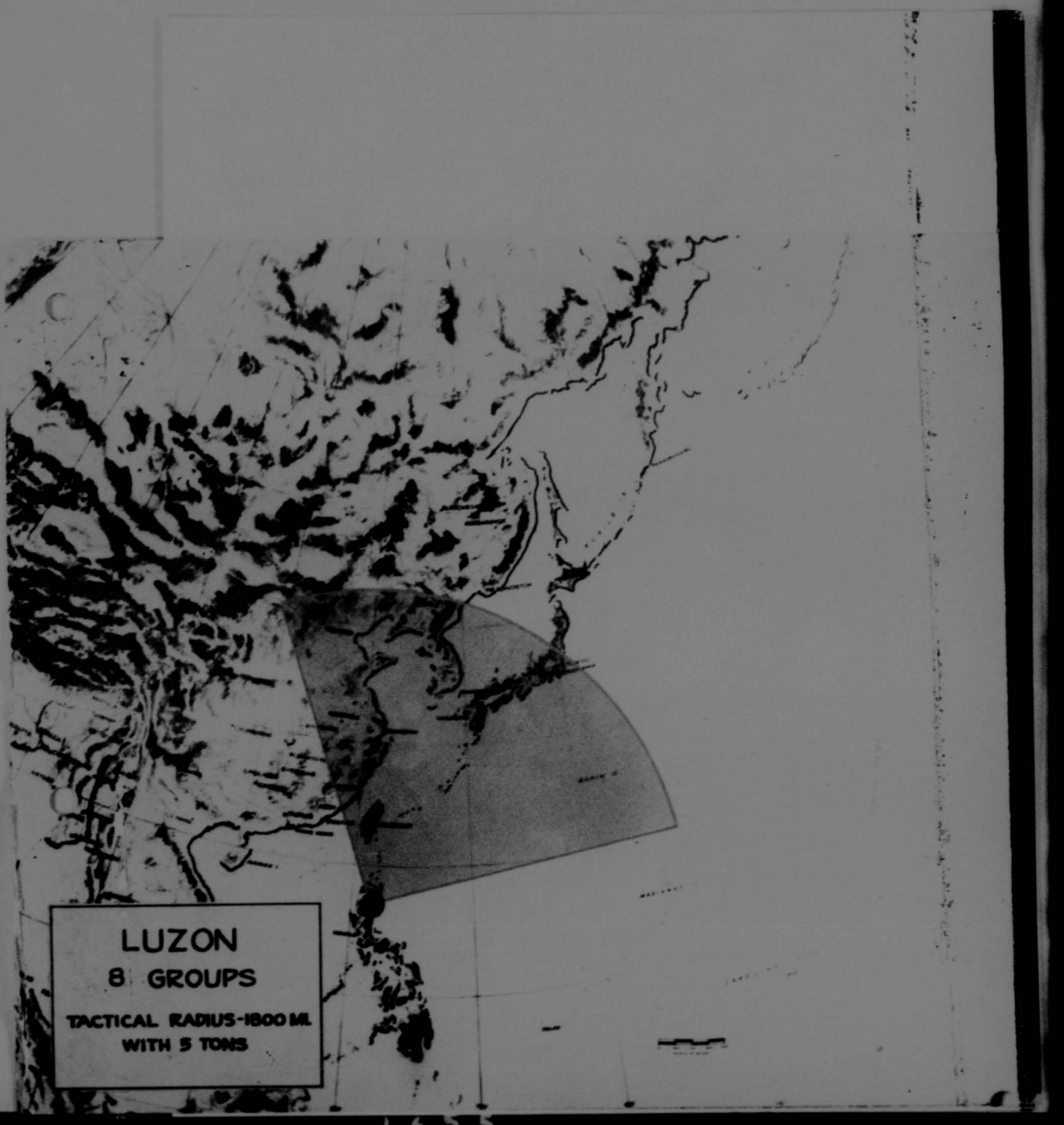

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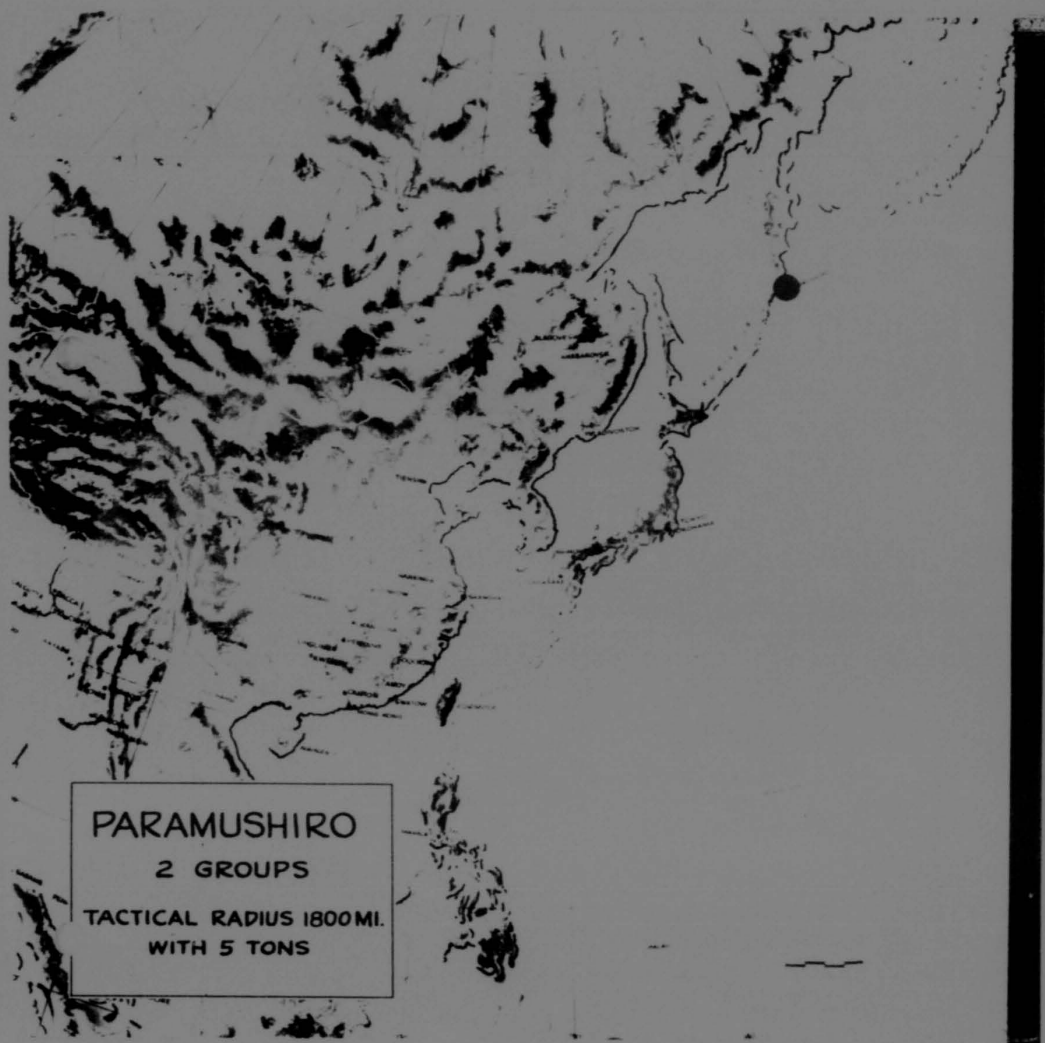

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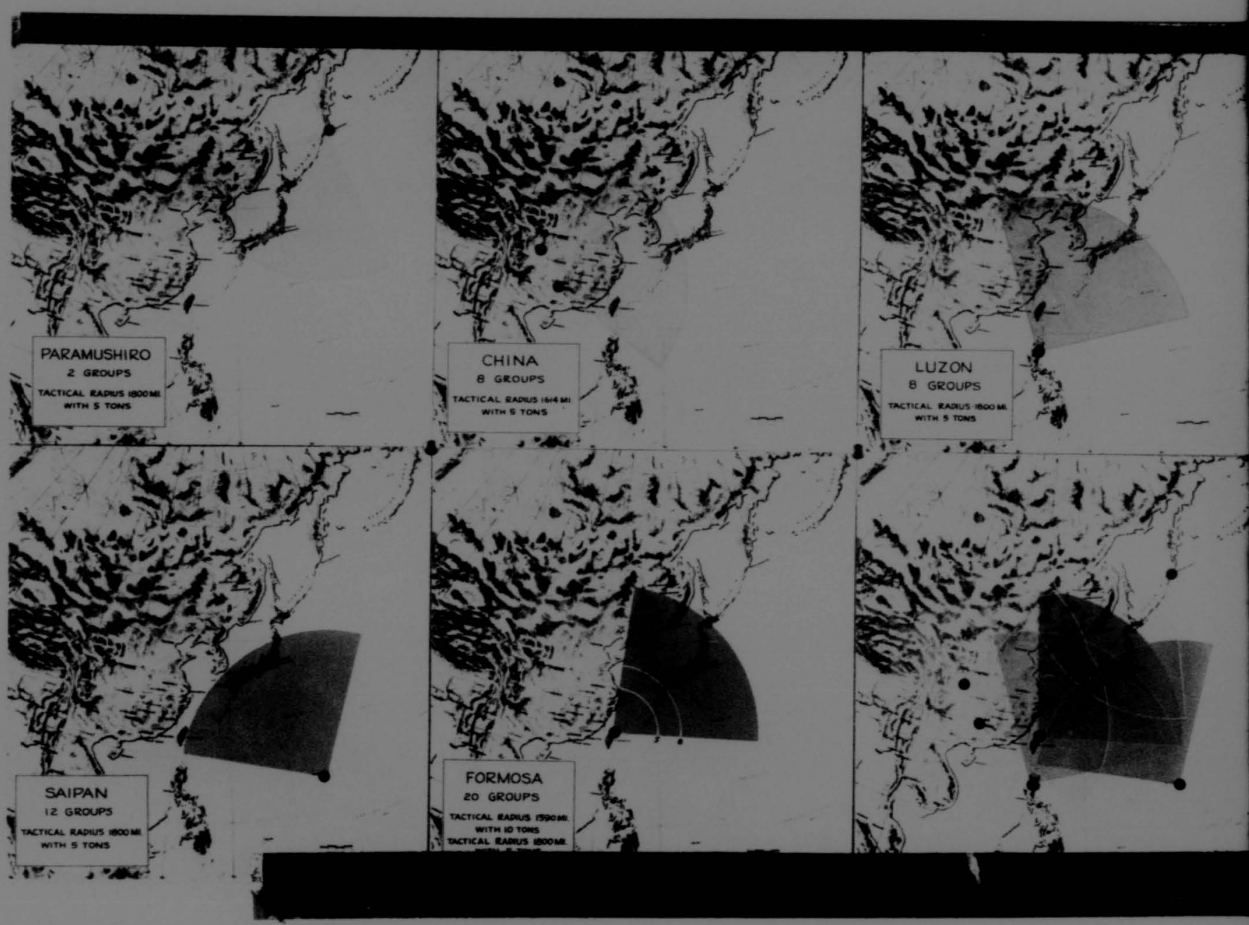

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clear the areas or the time or tonnage required for the construction of airfields, or the maintenance of the required air forces.

There are a number of lucrative targets in northern Japan which could be attacked from Paramushiro. This would, in addition, complicate the Japanese problem of defense and prevent its concentration against the southern approaches. It is estimated that two VLR groups could be profitably employed from this area.

This is an effort to indicate the relative importance of the various base areas which have been discussed, without regard to time of availability. The color of the discs indicate the density of bombs in terms of tons that the B-29 forces just described can carry from various bases.

This is a combination of the foregoing slides. It is significant in that it clearly demonstrates the great importance of Formosa as a base. With the deployments indicated previously, Formosa is about 3 1/3 times as important as the Marianas, which in turn are approximately twice as important as northern Luzon for the air bombardment of Japan proper. Operations from Formosa, additionally, would supplement the sea blockade effectively by assisting to cut the line of communication through the Formosa Strait and attack shipping concentrations in the Yellow Sea.

The total density of bombing from all these bases with the groups mentioned, approximately 60, will provide the same density of bombing against Japan with B-29's that is now being carried out against Germany from the U.K. It is equivalent to 80 groups of B-17's or B-24's and roughly equivalent to the sum of the U.S. and British Bombers. Japan is, of course, many times more vulnerable to that kind of attack than is Germany.

No deployment has been shown in the Maritime Provinces of Siberia. This omission is caused only by the fact that we lack adequate assurance that we will be permitted to deploy forces there, or that logistic and security factors will permit their operation. In the event that such employment should prove feasible, we would recommend the deployment of B-17 and B-24 type groups with fighters as the first priority for units released from the war in Europe.

Additional U.S. Army Air Forces which are released from the war in

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Europe should collaborate immediately in both the Central and Southwest Pacific areas, in furtherance of our combined drive to obtain bases for the second strategic phase.

We realize that there are other powerful air forces whose employment must be integrated into the picture. The naval air forces will be, we believe, heavily engaged in supporting the amphibious operations to progress westward during the first phase. If they can be made available for one or more carrier strikes against Japan proper, their efforts might be directed toward destruction of the same vital targets, and their operations would constitute a vital contribution to our concerted effort.

The British Royal Air Force should, we feel, support operations in the Southeast Asia area and the Southwest Pacific.

Insofar as employment of available B-29 groups for this second strategic phase, air bombardment of Japan and sea and air blockade, is concerned, it appears from the air point of view, giving consideration to the timing of proposed operations, that we should occupy bases in the following order: First, those in Chengtu from which we can strike the vital targets selected, because they are the most critical objectives now available, and their destruction in 1944 will weaken Japan materially in 1945. Since the refinery in Palembang can be reached by B-29's from Ceylon and since the destruction of that refinery will contribute substantially to the Japanese critical shipping situation, we recommend one or more attacks against Palembang by the forces set up for Chengtu, whenever the opportunity permits. Second, from the standpoint of time, the next most desirable area is the Marianas. This will permit sustained and reasonably heavy attacks against all the critical objectives of Japan throughout 1945. By December 1944 there should be six groups available for these operations, and six more by March 1945. This fits perfectly into the present approved concept of operations. If the Marianas are not ready to accommodate these groups they should be employed, in the interim, in Central and the Southwest Pacific areas against shipping and oil refineries.

The third most desirable base, considering all the factors listed and making allowance for time is, unquestionably, Formosa. The next B-29

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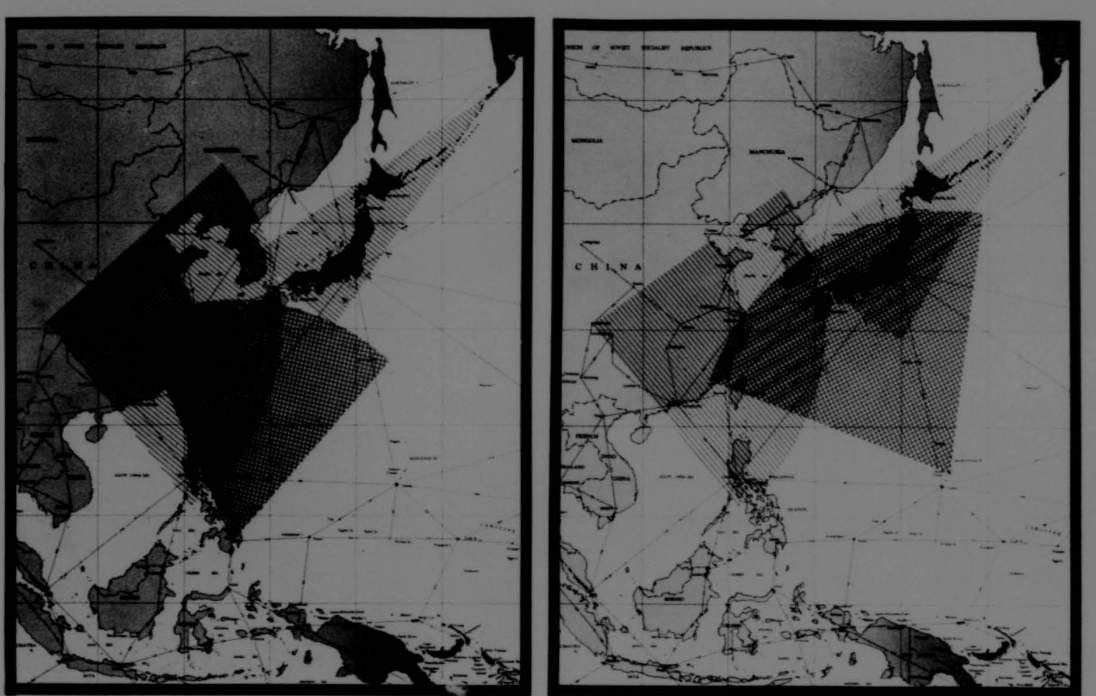

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groups, after filling up the Marianas, should be available to go into Formosa in March 1945, and the full complement of 20 groups could be available by October of 1945.

The next (fourth) most desirable base is probably that in northern Luzon, although further study and investigation is desirable in this respect.

The final base of importance is that of Paramushiro.

This presentation of the Air Forces concept of their role in the defeat of Japan has been of limited scope. We are under no delusion that we have indicated a formula for the defeat of Japan. Rather we have tried to indicate how the Army Air Forces can make their greatest contributions to the agreed combined strategy during the *second strategic phase*, (the softening up of Japan), in preparation for her ultimate defeat by all our combined forces. We fully realize that we have not touched upon the first strategic phase, the securing of objectives, which is the one immediately facing us. That omission is consciously made since we feel that any approach during this phase must continue to be a reflection of carefully integrated operations by land, sea and air forces. Such plans are now being considered by joint agencies. The Air Forces must combine with the land and sea forces to acquire these base areas in the most expedious and effective manner. The significant deductions arising from this discussion which apply to the *first* phase are oriented around the employment of the Air Forces during the *second* phase in such manner as to make our maximum contribution toward our combined strategic purpose, and may be expressed as follows:

First, the Marianas are of great importance to us as air bases from which to intensify, at an early date, the air bombardment of Japan.

Second, Formosa is the objective of critical importance in the succeeding phase.

There is one point of considerable significance, insofar as the first strategic phase is concerned, which we would like to emphasize. It has been proposed that we leave the Marianas and concentrate our efforts on expediting the capture of the southern Philippines. From the

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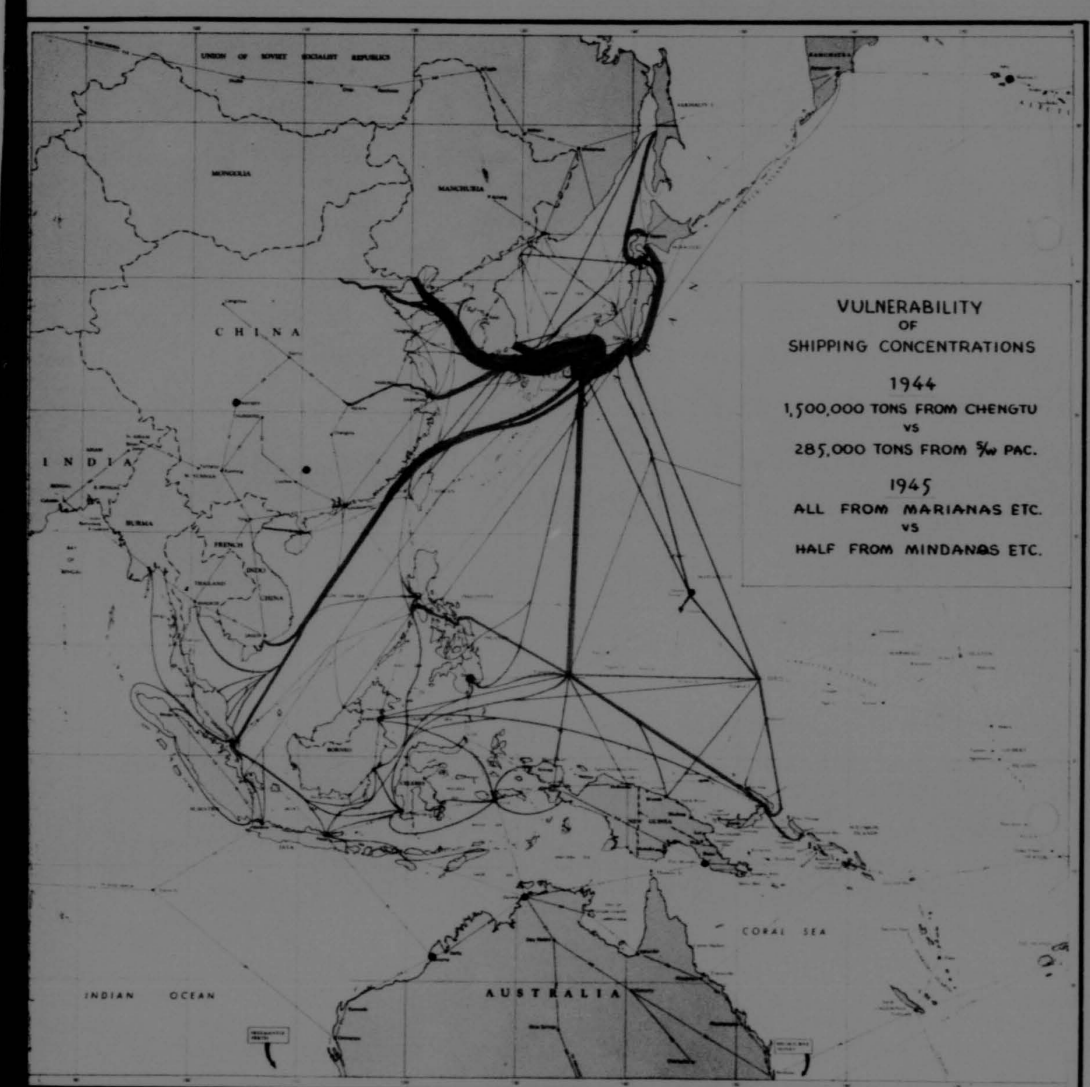
JAP SHIPPING CONCENTRATIONS



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air point of view, the southern Philippines are of importance only as an intermediate objective, from which to proceed northward or northwestward. We cannot reach any of the vital land targets from the southern Philippines, and we can interdict only a small percentage of Japanese shipping.

To by-pass the Marianas would delay by nearly a year the date when we can conduct sustained bombing of Japan. We feel that is most important that we initiate our operations against the sources of Japanese strength at the earliest possible time. Even the northern Philippines appear to be of lesser importance as air bases than the Marianas. We feel that operating against the southern Philippines as the major axis of our strategy in the Pacific is desirable only if it is necessary in order to seize bases in Formosa or northern Luzon.

Our investigations have disclosed a number of deployments for VLR bombers, varying with the acquisition of bases and the current situation. It is apparent that the control and disposition of these VLR bomber forces should be retained under centralized authority, preferably the Joint Chiefs of Staff, if we are to capitalize upon the full power and flexibility of the aircraft.

Although we have made this investigation from a purely objective viewpoint, without any effort to substantiate any particular strategic concept, we find, on review, that we are in substantial agreement with the strategy accepted at SEXTANT.

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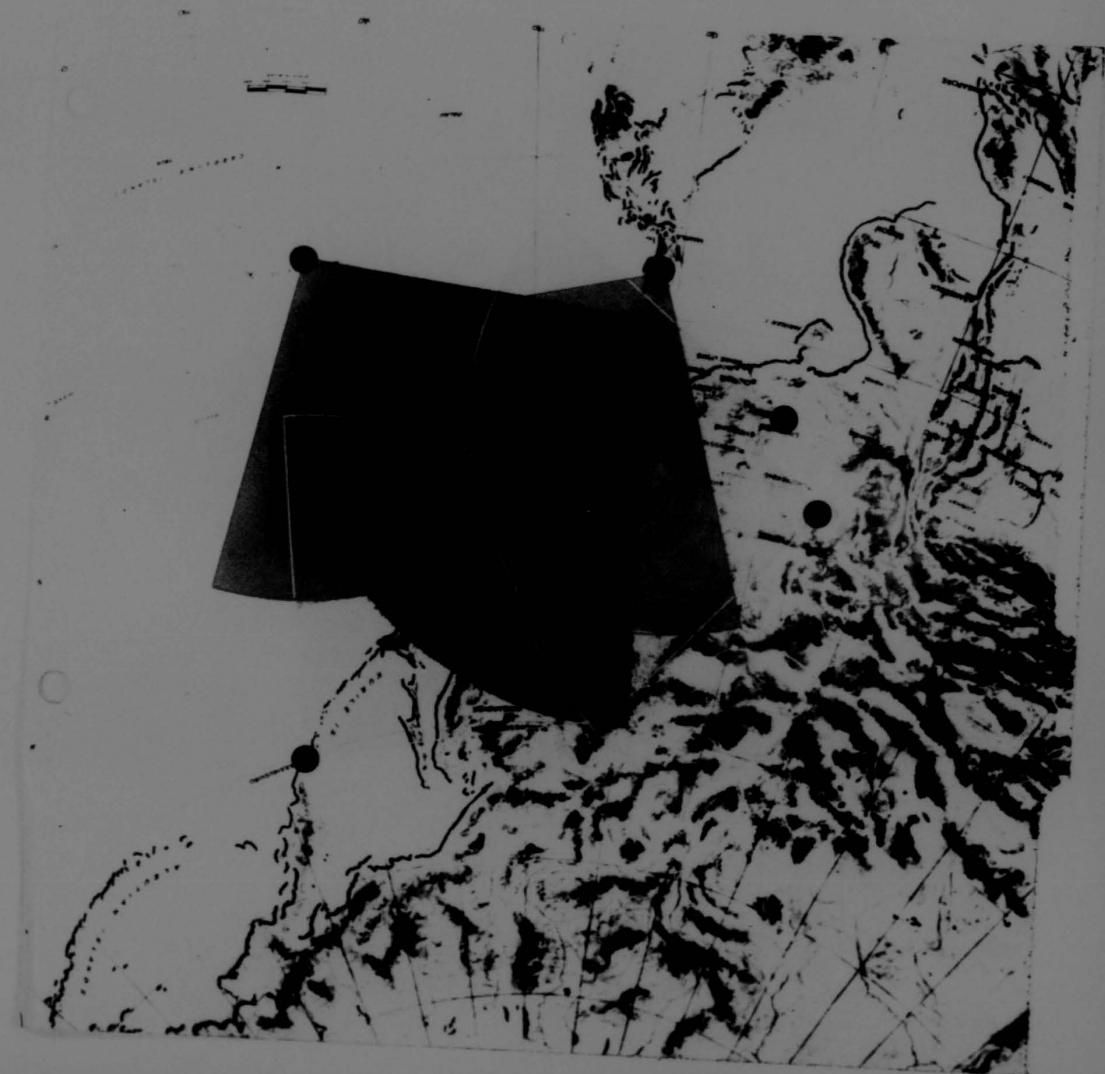

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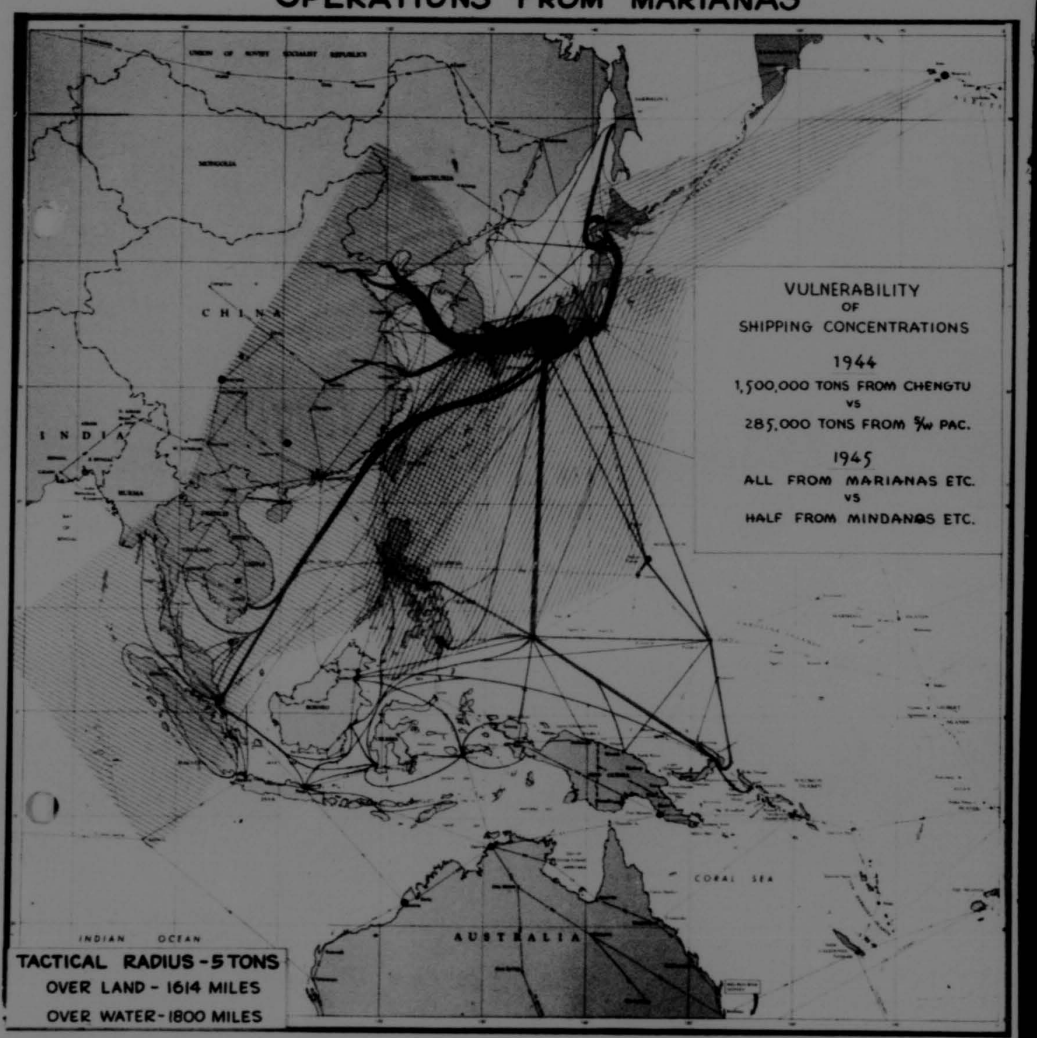
1945
OPERATIONS FROM MARIANAS



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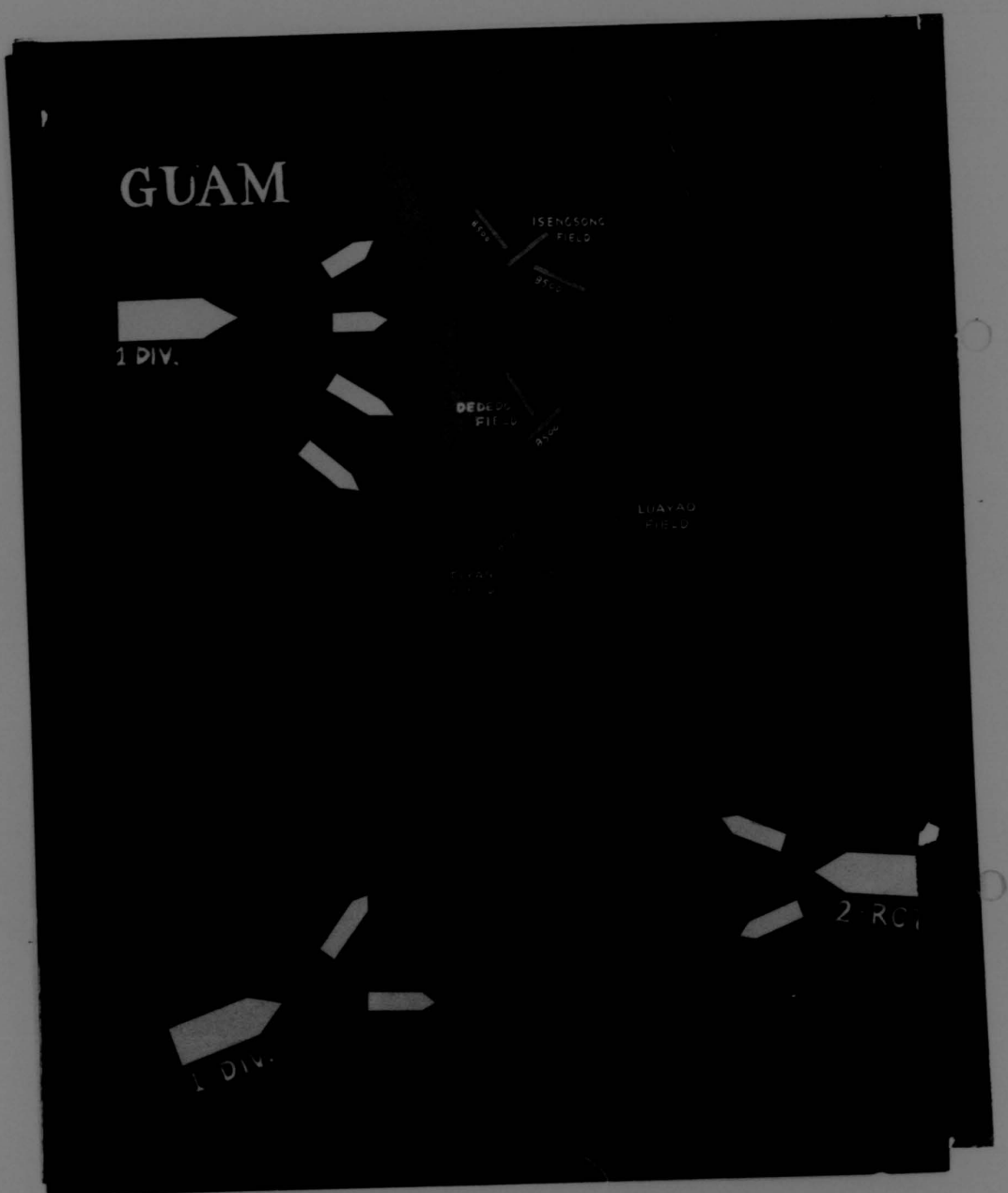

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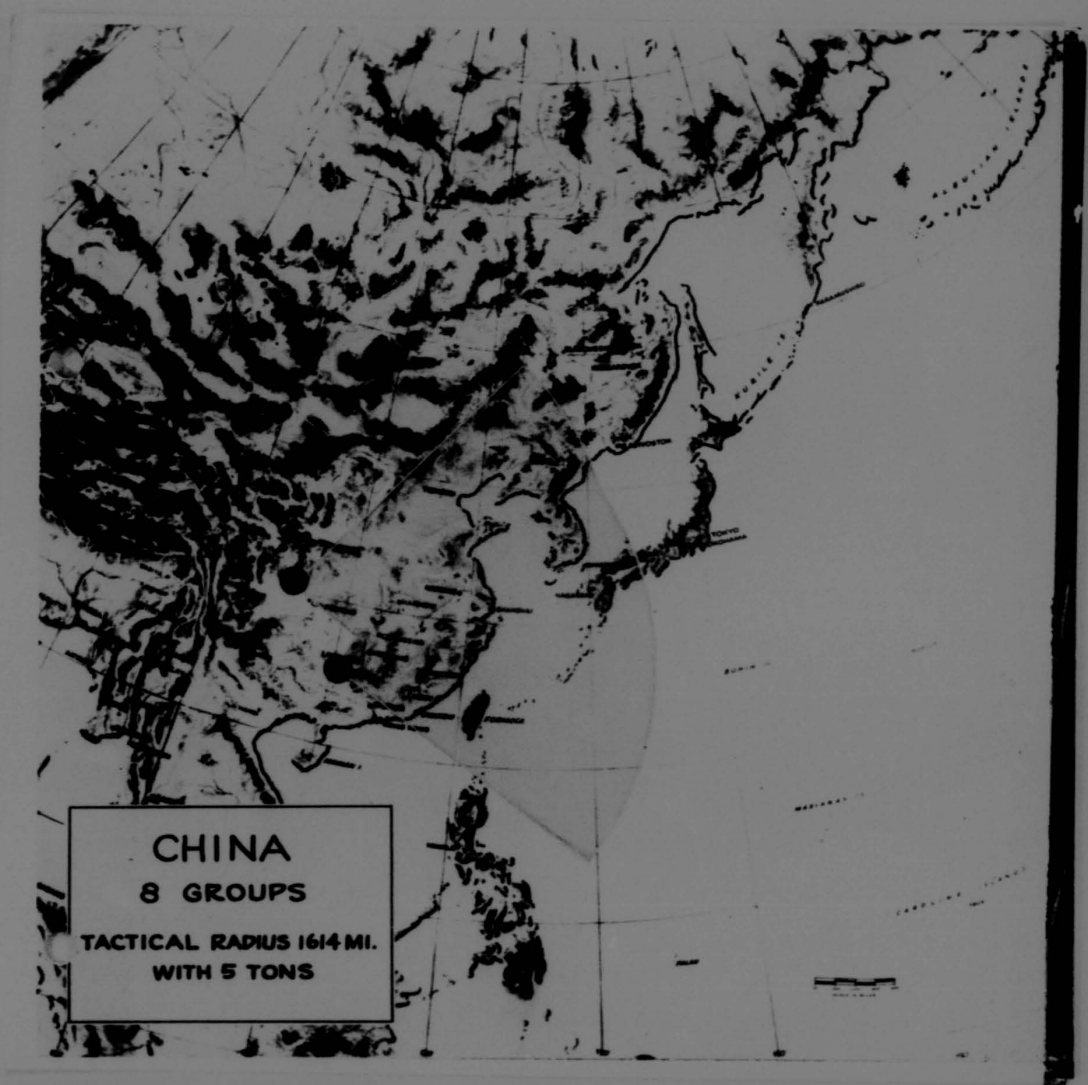

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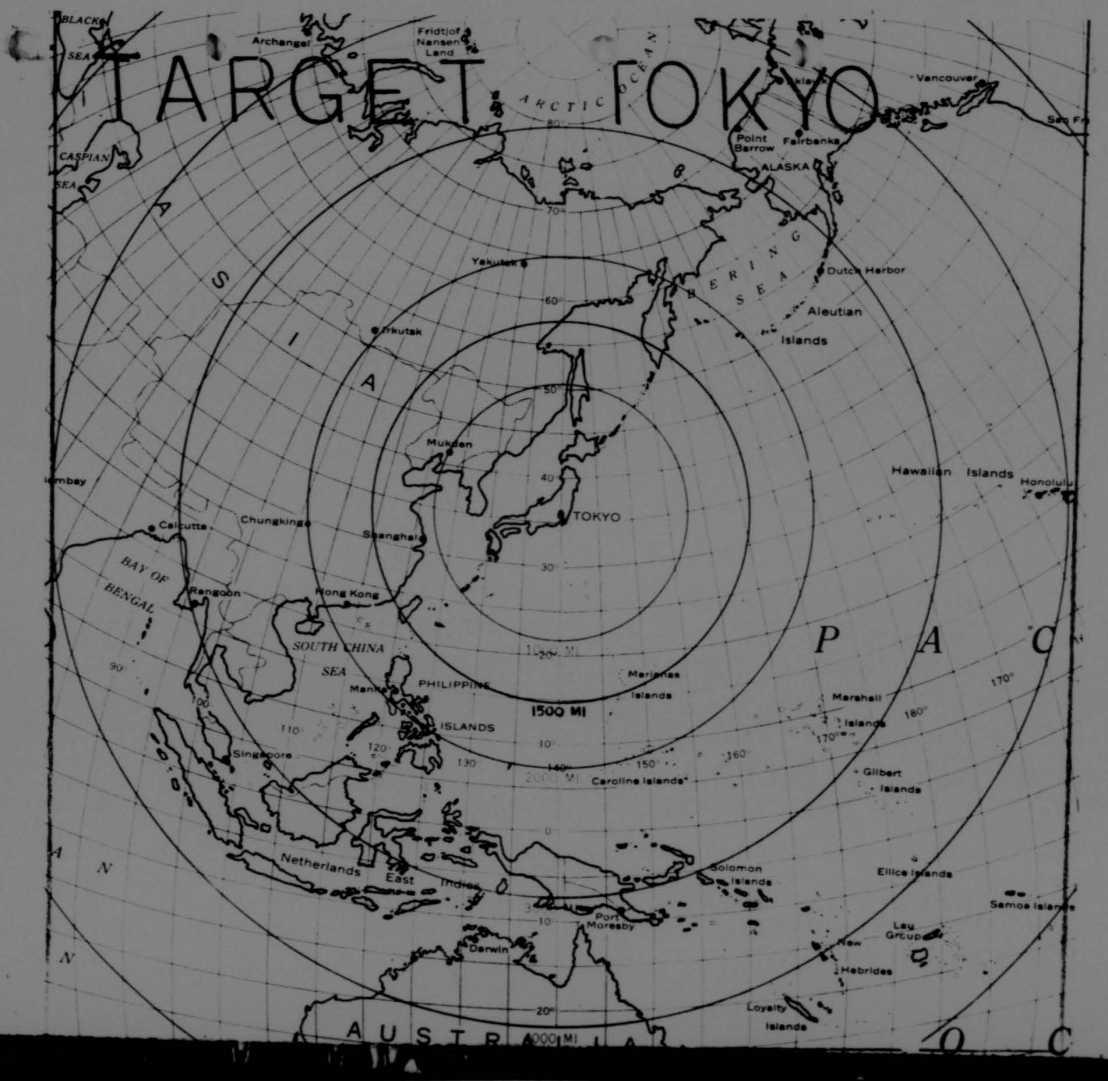

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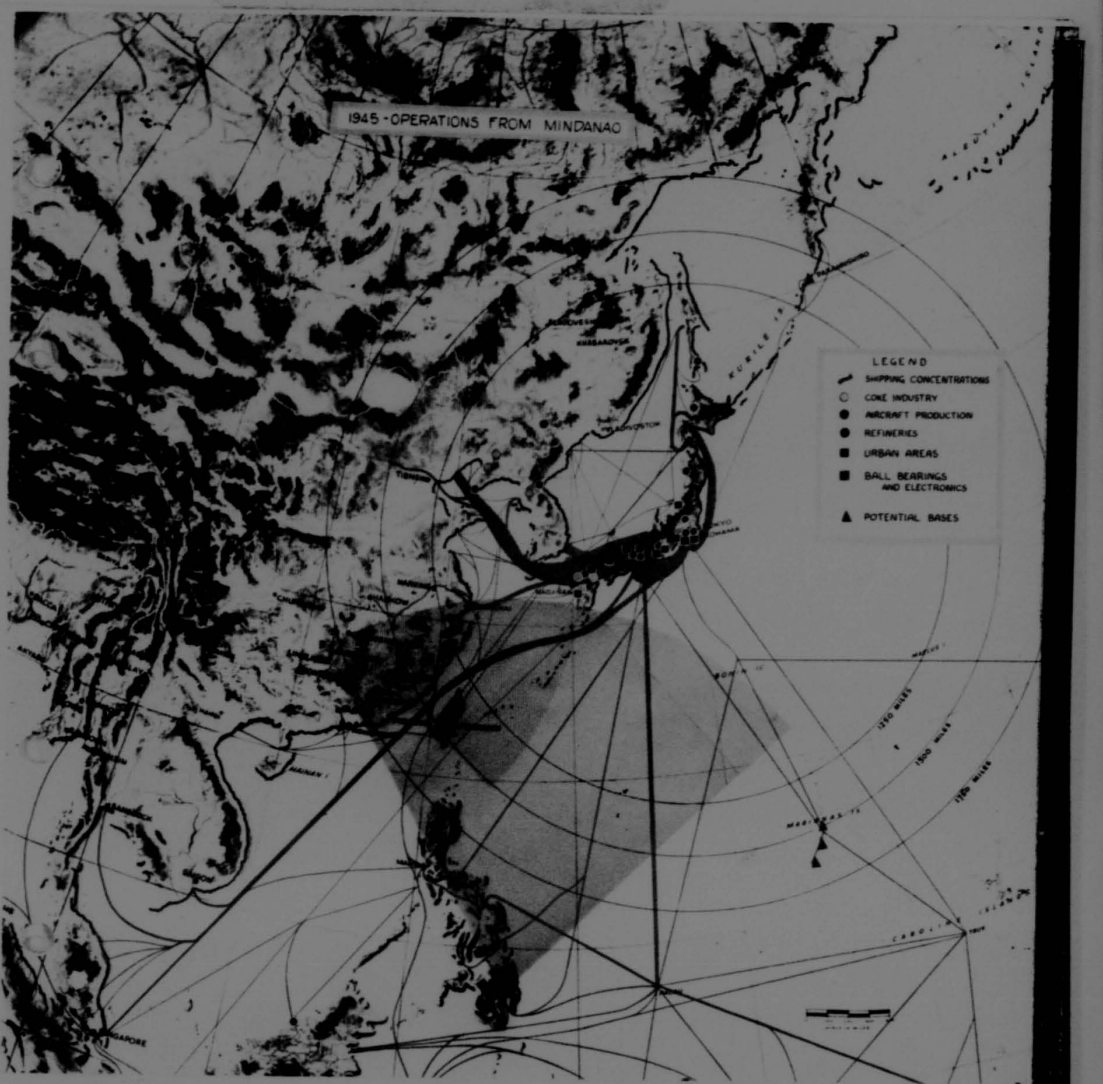

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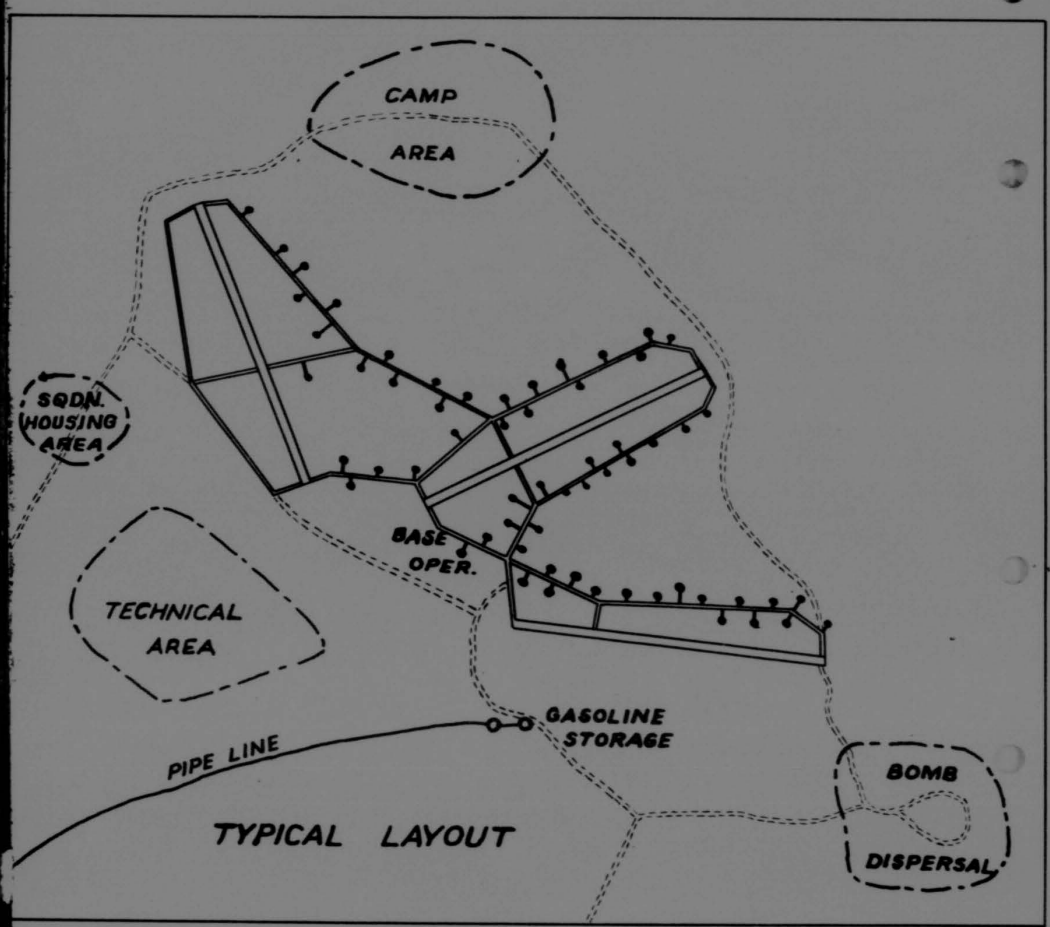

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E.O. 12958, as amended Sep 58
By: OSD, RSI — Init: DK
DEC 28 1959

PROPOSED PLAN for the
REESTABLISHMENT
AND ACTIVATION of the
Philippine Air Force

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[redacted]

STRATEGY BRANCH
ROUTING SLIP

Col Olds	
Col Bulger	
Col Darrow	
Col Pierce	
Col Rogers	
Lt Col Dart	
Lt Col Carlisle	
Lt Col Reflebower	
File	

Remarks:

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HEADQ[illegible]S ARMY AIR FORCES

ROUTING AND RECORD SHEET

3-007

TALLY NO.	
FILE NO.	

SUBJECT: Proposed Plan for the Reestablishment and Activation of the Philippine Air Force

TO: AC/AS-3

DATE AUG 6 1945

FROM: AC/AS-5

COMMENT No. 1 (5)

Lt Col Dart/jrl 4152

1. Forwarded herewith is an Air Staff study of the subject plan which has been approved by the Chief of the Air Staff.

2. In a letter dated 1 July 1945 from CINCAFPAC there is a request that the ceiling strength of the Philippine Army including the Philippine Air Force, be authorized at 158,201 officers and enlisted men. WDGS, OPD is handling this matter and has recommended to the Chief of Staff that the request be approved consistent with procurement and shipping capabilities and further that the Philippine Air Force be trained, maintained and equipped by the United States. The following officers in [redacted] OPD and G-3, WDGS, are familiar with this subject:

Lt Col McConnell, Room 3D 819, Extension 72526 - OPD
Major Gilchrist, Room 2D 934, Extension 5649 - G-3

3. With a view to placing the Philippine Air Force in operation at the earliest practicable time it is suggested that there may be a possibility of initiating the training of all Filipinos for this Air Force on 1 December, 1945 by turning over to this project one (1) or two (2) complete training fields. It may be that the period of thirteen (13) months as proposed by CINCAFPAC could be shortened to perhaps eight (8) or nine (9) months. Such a cut in time would alleviate the question of foreign trainees in the event Philippine Independence is granted on 1 July 1946.

4. It is also suggested, after consultation with a representative of the Fighter and Air Defense Branch, A-3, that some provision be added to the Proposed Plan to accommodate the training of Aircraft Warning personnel, as well as Communication and Weather specialists.

5. Request that the necessary action be taken to comply with the Recommendation, as approved in the Staff Study.

1 Incl
Study

LAURIS NORSTAD
Major General, USA
AC/AS, Plans

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HEADQUARTERS ARMY AIR FORCES
WASHINGTON

Date 1 August 45

MEMORANDUM for:

AC/AS Plans
thru Gen Hoyt

For necessary action.

Noted AC

C. C. CHAUNCEY
Major General, U.S.A.
Deputy Chief of Air Staff

5-7044, AF

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HEADQUARTERS ARMY AIR FORCES
WASHINGTON

Date 31 July

MEMORANDUM for: Gen Chauncey

I concur with the proposed plan. Gen Todd's memorandum is a good brief

REUBEN C. HOOD, JR.
Brigadier General, U.S.A.
Deputy Chief of Air Staff

5-92, AF

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IN REPLY REFER TO:

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HEADQUARTERS, ARMY AIR FORCES
WASHINGTON

FOR VICTORY BUY UNITED STATES WAR BONDS AND STAMPS

JUL 30 1945

MEMORANDUM FOR THE DEPUTY COMMANDER, ARMY AIR FORCES:

SUBJECT: Proposed Plan for Reestablishment and Activation of the Philippine Air Force

1. The Commander in Chief, U.S. Army Forces, Pacific Command, has submitted the plan as entitled above and as outlined in paragraph 2, below. An Air Staff study of this plan is submitted for approval, as Inclosure 1.

2. CINCAFPAC proposes:

a. To train and equip a Philippine Air Force with the least practicable delay, with a view to employing this Force during the present war.

b. To constitute an Air Force of 761 officers, warrant officers and nurses, and 5525 enlisted men, all Filipinos, organized as three (3) fighter squadrons, three (3) light bomber squadrons, two (2) troop carrier squadrons, an Area Air Service Command of one (1) each Air Service Group and Air Depot Group and the normal supporting units.

(1) One (1) each Air Engineering Squadron and Air Materiel Squadron have been activated under authority granted in OPD 400 TS (5 Nov 44) dated 22 November, 1944, which authorized a ceiling strength of 150,000 out of 158,000 ceiling strength requested by CINCAFPAC in November 1944.

c. To build this Air Force around 238 officers and 1824 enlisted men in the Philippines, at present, by training 523 officers and 3701 enlisted men in the United States during a period of thirteen (13) months after date of activation of the Philippine Air Force.

d. To utilize 142 officers and 163 enlisted men (former Philippine Air Corps personnel) now in the United States undergoing refresher pilot training and available for attendance at technical training schools.

e. To utilize, until after the present war, facilities of the Far East Air Forces for such services as Weather, Aircraft Warning, Fighter Control, Engineer and Maintenance not within the capabilities of the service units listed above.

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ADDRESS REPLY TO: COMMANDING GENERAL, ARMY AIR FORCES, WASHINGTON 25, D. C.

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2. CINCAFPAC recommends the plan be tentatively approved and that he be advised immediately by radio in order that prompt steps can be taken to constitute the required recruiting program and arrange for training flying cadets and technicians.

3. This plan has been studied by the Air Staff. The following salient points are set forth for consideration in arriving at decisions attendant to the implementation of the proposed plan or any modification thereof.

a. Facilities are available in the United States to accomplish the necessary training of the personnel required. However, the earliest possible date for entrance of Filipino trainees in U.S. training establishments is 1 December 1945, due to the fact that present training facilities would be overloaded to the detriment of existing plans in support of the Japanese War if any additional trainees were accepted immediately.

(1) There is no information in CINCAFPAC's plan which would be of assistance in solving the language problem in the event the training schedule could be expedited. Consequently CINCAFPAC has been requested to furnish further information on this matter, principally with a view to determining the cost of training on a schedule which would place the Air Force in operation ahead of the anticipated date. However, no appreciable lag in the training schedule would accrue from the language problem under the proposed plan.

b. Based on Inactive Theater Rates for reserve and attrition, 123 fighter (SB), 78 light bomber, 53 troop carrier, or a total of 254, aircraft will be required for Unit Equipment, Reserve and first six (6) months of Attrition for the three (3) fighter, three (3) light bomber and two (2) troop carrier squadrons for the proposed Air Force.

4. On 16 December 1944 the Commanding General, Army Air Forces, answered the request of the Commanding General, Far East Air Forces, for an expression of approval of a Philippine Air Force and Training Command to the effect that after the defeat of Germany the USAAF could train the initial personnel around which such an establishment could be built.

5. In a letter from CINCAFPAC dated 1 July 1945, subject: "Philippine Army Unit Activation Plan", there is a proposal to raise the previously authorized ceiling strength of 150,000 for the Philippine Army to a ceiling strength of 158,801, including the Philippine Air Force at a strength of 6287. No detailed time schedule of activation is indicated; however, it is proposed that units be activated as rapidly as equipment becomes available, generally, and specifically in accordance with the schedule submitted in CINCAFPAC's Proposed Plan for Reestablishment and Activation of the Philippine Air Force.

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a. OPD, WDGS, is recommending to the Chief of Staff that the new ceiling strength of 158,801, including the Philippine Air Force at 6287 strength, be approved, and to train, maintain and equip consistent with procurement and shipping capabilities.

6. Recommendations. It is recommended that:

a. The USAAF be prepared to accept the responsibility for training and equipping the Philippine Air Force as proposed and consistent with procurement and shipping capabilities.

Walter E. Todd

WALTER E. TODD
Brig General, U.S. Army
Acting Asst Chief of Air Staff,
Plans

1 Incl.
Staff Study w/4 App.

8/14/45 Approved

C. C. CHAUNCEY
Major General, U. S. Army
Deputy Chief of Air Staff

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CONTENTS:

Air Staff Study -

Appendix "A" - FECC 091.711, Hq USAFFE, 7 May 1945, "Proposed Plan for Reestablishment and Activation of Philippine Air Force."

Appendix "B" - R&R Comments Nos. 1,2,3 & 4 by Asst Chiefs of Air Staff.

Appendix "C" - "Political and Strategic Position of the Philippine Islands.

Appendix "D" - Map - Airbase Development for the Philippine Islands.

INCLOSURE 1

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THE PROBLEM

1. To determine the feasibility of reestablishing and activating of the Philippine Air Force (Corps) as proposed by CINCAFPAC in FEOC 091.711 dated 7 May 1945, Hq USAFFE (Appendix ".").

FACTS BEARING ON THE PROBLEM

2. By CPD Summary Sheet to Chief of Staff, United States Army, file CPD 400 TS (5 Nov 44) dated 22 November 1944, a ceiling personnel strength of 150,000, out of 158,801 strength requested by CINCAFPAC, was authorized for the Philippine Army. Included in the 158,000 strength requested by CINCAFPAC is a strength of 6287 for the Philippine Air Corps.

a. One (1) each Air Engineering Squadron and Air Materiel Squadron had been authorized for activation by 30 June 1945 with a total of 370 Filipino officers and enlisted men.

b. A total of 53,475 Filipinos had been organized by 30 June 1945 into authorized units of the Philippine Army including the two (2) Squadrons mentioned in paragraph a above.

c. By 3091.711 (1 July) PA dated 1 July 1945, Hq USAF, Pacific Command CINCAFPAC has submitted a proposal to raise the previously authorized ceiling strength of 150,000 to 158,801 in which the Philippine Air Corps at 6287 strength is included also. This proposal is being processed by CPD, WDGS and approval by the Chief of Staff would be authority for activation of the Philippine Air Force in its entirety as proposed by CINCAFPAC in Appendix "A."

3. JCS Policy Memorandum 21, dated 9 June 1945, states, with regard to training foreign nationals:

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"Training of those nationals who are being trained for the war against Japan should be discontinued as soon as practicable after the defeat of Japan. Trainees who, after the defeat of Japan, are undergoing training or who have embarked for the U. S., should be permitted to complete their training, if so desired by the nation concerned. In no case, however, should additional trainees in this category be shipped to the United States after the defeat of Japan."

4. The development of airbase facilities in the Philippine Islands by United States forces is as indicated in Appendix "D."

5. The Philippine Islands occupy a strategic position in the chain of Island Air Bases which have been developed by United States forces during the present war. (See Appendix "C.")

DISCUSSION

6. The "Proposed Plan for Reestablishment and Activation of the Philippine Air Force" submitted by Commanding General, U. S. Army Forces in Far East (now CINCAFPAC) is presented in Appendix "A."

a. This Plan proposes the training of Filipinos in U. S. Air Technical Schools over a maximum of thirteen (13) months as follows:

(1) 142 Filipino officers now in refresher training in the U. S.

(2) 163 Filipino enlisted men, former members of the Philippine Air Corps, now available in the U. S. for training.

(3) 523 Filipinos to be trained as officers (292 pilots; 231 technical officers) from recruiting within the Philippine Commonwealth.

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(4) 3701 Filipino enlisted men to be recruited within the Philippine Commonwealth (305 for air crews; 3396 for maintenance and technicians).

b. The timing of the proposed training plan will make available to the Philippine Air Force (Corps), major combat and service units on the following schedule:

No. of Units	Type of Unit	Month after Activation Date Available in P.I. Fully Trained
1	Hq & Hq Sq AF	5th
1	Hq & Hq Sq Area AD	6th
2	Hq & Base Serv Sqs	1 ea. 5th and 8th
2	Air Engineering Sqs	1 ea. at present and 8th
2	Air Materiel Sqs	1 ea. at present and 8th
1	Hq & Hq Sq Air Dep Gp	7th
1	Air Dep Repair Sq	7th
1	Air Dep Supply Sq	7th
1 each	Ord Amm., Dep and Maint Plat	6th
2	AC Tkr Cos Avn	6th and 8th
1	Hq Fi Gp (SE)	6th
1	Hq Bomb Gp (L)	9th
3	Fi Sqs (SE)	1 ea. 6th, 7th and 8th
3	Bomber Sqs (L)	1 ea. 9th, 10th and 12th
2	Tr Carr Sqs	1 ea. 11th and 13th
1	Med Air Evac Transp Sq	11th

(Other service units are listed in Appendix "A.")

7. A survey of training facilities within the United States by AC/AS, Training, indicates that facilities are available for PAF training but that the earliest possible date of acceptance of Filipino Trainees is 1 December 1945. Any addition to the present load on training facilities would be detrimental to existing plans in support of the war against Japan.

a. The cost of training the Filipino personnel on the schedule outlined in Appendix "A" would be negligible in the event the Training Program commences in December and provided no language problem of sizable proportion develops. The trainees could be absorbed into existing facilities without detriment to plans then obtaining.

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8. Funds required for pay purposes and purchases of supplies and equipment for the Philippine Army authorized ceiling strength of 150,000 have been appropriated and authorized in the order of 104 million dollars for pay and 138 million dollars for ASF and Air Corps supplies during the fiscal year ending 30 June 1946.

9. Based on Inactive Theater reserve and attrition rates, 123 fighter aircraft, 78 light bomber aircraft, 53 troop carrier aircraft, or a total of 254 aircraft, will be required for Unit Equipment, Reserve and the first six (6) months Attrition for the three (3) fighter, three (3) light bomber and two (2) troop carrier squadrons of the proposed Air Force (Corps).

10. A point of importance is the status of Filipinos with regard to training as affected by granting independence to the Philippine Commonwealth at any time before the end of the Japanese War. Filipino trainees who, on VJ-Day, are in schools in the U. S., can be permitted to complete their training under JCS Policy Memorandum No. 21. It is believed the JCS must establish a policy with regard to training Filipino air personnel in the U. S. after VJ-Day. It may be possible to enter all prospective Filipino trainees in U. S. AAF technical training establishments prior to VJ-Day, in which case the date of granting Philippine Independence and VJ-Day will not complicate this situation.

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CONCLUSIONS

11. It is concluded that:

a. The strategic position of the Philippine Islands and the interest of the United States therein demand that a policy regarding the training and development of an Air Force in the Philippine Islands be established.

b. The establishment of a Philippine Air Force contemporarily with the development of the Philippine Army is desirable.

c. Training and equipping a Philippine Air Force by utilizing continental United States training facilities and new or used aircraft and supplies therefor is possible.

d. The development of airbases in the Philippines is sufficient to accommodate the proposed air force.

RECOMMENDATIONS

12. It is recommended that:

a. The USAAF be prepared to accept the responsibility for training and equipping the Philippine Air Force as proposed by CINCAFPAC.

b. A message be dispatched to CINCAFPAC indicating that Filipino trainees for the Philippine Air Force can be accepted in accordance with the schedule proposed in Appendix "A" commencing 1 December 1945.

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Auth: CG
Init:
Date: 7 May 45

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FIELD MARSHAL
UNITED STATES ARMY FORCES IN THE FAR EAST
APO 501

AG/rb
FEC 091.711 7 May 1945

SUBJECT: Proposed Plan for Reestablishment and Activation of the Philippine Air Force.

TO : The Adjutant General, Washington 25, D. C.

1. Submitted for consideration is proposed plan for the reestablishment and activation of the Philippine Air Force. Subject plan envisages training, activating and equipping the Philippine Air Force with the least practicable delay, with a view of employing it in operations in this theater during the present war.

2. The following listed inclosures present the essential features of this plan:

Exhibit A - Activation and Manning Table - Accumulative.

Exhibit B - Personnel Requirements by Unit (Monthly Accumulative).

Exhibit C - Summary of Units and Personnel Requirements.

Exhibit D - Summary of Officer Personnel to be Trained in the United States.

Exhibit E - Summary of Enlisted Personnel to be Trained in the United States.

Exhibit F - Monthly Requirement of Technical Officers by Type Unit.

Exhibit G - Monthly Requirement of Trained Enlisted Men by Type Unit.

Exhibit H - Monthly Requirement of Pilots by Type Unit.

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REFER TO: Ltr Hq USAFFE to CG, FEC, 091.711, 7 May 45, subject: "Proposed Plan for Reestablishment and Activation of the Philippine Air Force."

Exhibit I - Columnar Construction of Reduced Strength Units.

Exhibit 2 - Organization Chart.

3. In the presentation of this plan, the following basic assumptions have been made:

a. Limited numbers of partially trained pilots and enlisted men are available. They can be obtained from the pre-war Philippine Air Corps and may be sent to the United States for training or refresher courses. In this connection, there are now in the United States undergoing refresher pilot training 142 former Philippine Air Corps pilots, and now attached to the United States Army Air Force units in this theater are 163 former Philippine Air Corps enlisted men who are available for attendance at Air Force technical school courses.

b. It will be possible to obtain a sufficient number of physically and mentally qualified flying cadets and student technicians to fulfill the monthly requirements as indicated on attached activation charts. Quotas for all units to be activated will be completely trained at Air Force Service schools in the United States.

c. Provision can be made for placing some Philippine personnel, now in the United States Army organizations, on detached service with the Philippine Air Force to assist in the initial organization.

d. Selection of applicants for flight training will be subject to the provisions of Section XIV, AR 615-5, Philippine Army. In view of the fact that documentary proof of scholastic attainment in most cases will now be unavailable, applicants for flight training as flying cadets will be required to pass a prescribed written examination.

e. Units of the Philippine Air Force will be organized and equipped in accordance with standard United States Army Tables of Organization and Equipment as indicated on attached organization chart. Those units which are to be activated at a reduced strength will be organized as shown on attached chart, subject: "Columnar Constitution of Reduced Strength Units."

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HEADQUARTERS: Ltr Hq USAFFE to CG, FEAC (91.71), 7 May 45, subject: "Proposed Plan for Reestablishment and Activation of the Philippine Air Force."

4. Due to the limitation of personnel imposed upon this organization, it has been necessary to delete certain units which are essential to the operation of a self-sufficient air force. It is contemplated that until after the present war, the services of the following additional type units will be made available from present units of the Far East Air Forces:

a. Signal Aircraft Warning Organization.

b. Fighter Control Units.

c. Weather Service.

d. Engineer Aviation Units.

e. Service command and related service elements.

5. It is recommended that this plan tentatively be approved as submitted and this headquarters advised by radiogram accordingly, in order that immediate steps may be taken to institute the required recruiting program and arrange for the training of flying cadets and technicians.

For the Commanding General:

M. B. Kneedler
LT. COL. A.G.D.
ASST. ADJ. GEN.

10 MAY 1945
Received

10 Incls:
Listed in para 2.

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PHILIPPINE AIR FORCE

ACTIVATION AND MANNING TABLE
(By Percentage)

(Monthly Accumulative)

UNIT	T/O & E	AUTHORIZED STRENGTH O	W	AVC	M	AGGR	1	2	3	4	5	6	7
Hq & Hq Sq, Philippine Air Force	1-600-10 (AB)	54	3		199	256	A	45	25	50	75	100	0	0
Statistical Control Unit	1-777 3	5			26	31	A	25	25	50	75	100	0	0
Hq & Hq Sq, Air Service Area Command	1-400-30-1 (AB)	66			185	251	A	25	25	50	50	75	100	0
Hq & Base Services Sq	1-452 T	24	1		262	287		A	25	50	75	100	0	0
Hq & Base Services Sq	1-452 r	24	1		262	287					A	25	50	75
Air Engineering Sq	1-457 T	8	1		219	228		A	25	50	75	100	0	0
Air Engineering Sq	1-457 2	8	1		219	228					A	25	50	75
Air Materiel Sq	1-458 T	7	1		134	142		A	25	50	75	100	0	0
Air Materiel Sq	1-458 T	7	1		134	142					A	25	50	75
Hq & Hq Sq, Air Depot Group	1-852	25			152	177	A	25	25	50	50	75	75	100
Air Depot Repair Sq	1-857	12			328	340				A	25	50	75	100
Air Depot Supply Sq	1-858	7			124	131				A	25	50	75	100
Military Police Co (Avn)	19-219-19-217	4			97	101		A	25	50	75	100	0	0
Ordnance Ammunition Platoon	9-17	4			114	118			A	25	50	75	100	0
Ordnance Depot Platoon	9-57	1			62	63			A	25	50	75	100	0
Ordnance Maintenance Det	9-857	6			148	154			A	25	50	75	100	0
Hq Company, Service Group	10-437	5			76	81			A	25	50	75	100	0
Q M Truck Co (Avn)	10-517	3			99	102			A	25	50	75	100	0
Q M Truck Co (Avn)	10-917	3			99	102				A	25	50	75	100
Signal Company, Depot (Avn)	11-287	9	1		179	189			A	25	50	75	100	0
Signal Service Det	11-500	4			92	96			A	25	50	75	100	0
Hq & Hq Sq, Philippine Composite Wing	1-410-1	45	1		126	172	A	25	25	50	50	75	100	0
Signal Company, Wing	11-247	3			86	89			A	25	50	75	100	0
Hq Fighter Group (AB)	1-12	29	1		70	100				A	25	50	75	100
Hq Tank Group (T)	3-132	30	1		73	104					A	25	50	75
Fighter Sq (AB)	1-27	39			245	284			A	25	50	75	100	0
Fighter Sq (AB)	2-27	39			245	284				A	25	50	75	100
Fighter Sq (AB)	3-27	39			245	284					A	25	50	75
Tank Sq (T)	1-132	35			239	274						A	25	50
Tank Sq (T)	2-132	35			239	274							A	25
Tank Sq (T)	3-132	35			239	274								A
Troop Carrier Sq	1-317	50	1		226	277								
Troop Carrier Sq	2-317	50	1		226	277								A
Medical Air Evacuation Transp Sq	16-447	6		25	56	87								A

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PHILIPPINE AIR FORCE

ACTIVATION AND MANNING TABLE
(By Percentage)

(Monthly Accumulative)

SECRET

LEGEND
A - Activation
O - Operational

	O	AO	AAC	AE	AAE		2	2	3	4	5	6	7	8	9	10	11	12	13
(...)	54	3		199	256	A	25	25	50	75	100	0	0	0	0	0	0	0	0
(...)	5			26	32	A	25	25	50	75	100	0	0	0	0	0	0	0	0
	66			185	251	A	25	25	50	75	100	0	0	0	0	0	0	0	0
	24	1		262	287		A	25	50	50	75	100	0	0	0	0	0	0	0
	24	1		262	287					75	100	0	0	0	0	0	0	0	0
	8	1		219	228		A	25	50	75	100	0	0	0	0	0	0	0	0
	8	1		219	228					A	25	50	75	100	0	0	0	0	0
	7	1		134	142		A	25	50	75	100	0	0	0	0	0	0	0	0
	7	1		134	142					A	25	50	75	100	0	0	0	0	0
	45			152	177	A	25	25	50	50	75	75	100	0	0	0	0	0	0
	14			326	340					A	25	50	75	100	0	0	0	0	0
	7			124	131						A	25	50	75	100	0	0	0	0
	4			97	101		A	25	50	75	100	0	0	0	0	0	0	0	0
	4			114	118			A	25	50	75	100	0	0	0	0	0	0	0
	1			82	83			A	25	50	75	100	0	0	0	0	0	0	0
	6			146	154			A	25	50	75	100	0	0	0	0	0	0	0
	5		A	76	81			A	25	50	75	100	0	0	0	0	0	0	0
	3			99	102			A	25	50	75	100	0	0	0	0	0	0	0
	3			99	102					A	25	50	75	100	0	0	0	0	0
	9	1		179	189			A	25	50	75	100	0	0	0	0	0	0	0
	4			92	96		A	25	50	75	100	0	0	0	0	0	0	0	0
	45	1		126	172	A	25	25	50	50	75	100	0	0	0	0	0	0	0
	3			86	89		A	25	50	75	100	0	0	0	0	0	0	0	0
	29	1		70	100			A	25	50	75	100	0	0	0	0	0	0	0
	30	1		73	104					A	25	50	75	100	0	0	0	0	0
	39			245	284			A	25	50	75	100	0	0	0	0	0	0	0
	39			245	284				A	25	50	75	100	0	0	0	0	0	0
	37			445	284					A	25	50	75	100	0	0	0	0	0
	35			239	274						A	25	50	75	100	0	0	0	0
	35			239	274							A	25	50	75	100	0	0	0
	35			239	274								A	25	50	75	100	0	0
	50	1		226	277									A	25	50	75	100	0
	50	1		226	277										A	25	50	75	100
	6		25	56	87									A	25	50	75	100	0

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PHILIPPINE AIR FORCE

MONTHLY REQUIREMENTS BY UNIT - ACCUMULATIVE

(Officers, Warrant Officers and Enlisted Men)

UNIT	T/O & E	AUTHORIZED STRENGTH C	WO	ANG	EM	AFPR	1	2	3	4	5	6	7
Hq & Hq Sq Philippine Air Force	1-800-10 (RS)	54	3		199	256	13-1-49	13-2-49	27-3-99	40-3-149	54-3-199	54-3-199	54-3-
Statistical Control Unit	1-797 S	5			26	31	1-0-7	1-0-7	2-0-13	3-0-19	5-0-26	5-0-26	5-0-
Hq & Hq Sq, Air Service Area Command	1-400-34-1 (RS)	66			185	251	17-0-47	17-0-47	33-0-93	33-0-93	49-0-139	66-0-185	66-0-
Hq & Base Services Sq	1-452 T	24	1		262	287		6-1-65	12-0-131	18-1-196	24-1-262	24-1-262	24-1-
Hq & Base Services Sq	1-452 T	24	1		262	287					6-0-65	18-1-131	18-1-
Air Engineering Sq	1-457 T	8	1		219	228		2-1-55	4-0-110	6-1-165	8-1-219	8-1-219	8-1-
Air Engineering Sq	1-457 T	8	1		219	228					2-1-55	4-0-110	6-1-
Air Materiel Sq	1-458 T	7	1		134	142		2-1-53	4-0-67	5-1-100	7-1-134	7-1-134	7-1-
Air Materiel Sq	1-458 T	7	1		134	142					2-1-53	4-1-67	5-1-
Hq & Hq Sq, Air Depot Group	1-852	25			152	177	6-0-38	6-0-38	13-0-76	13-0-76	19-0-114	19-0-114	25-0-
Air Depot Repair Sq	1-857	12			328	340				3-0-12	6-0-164	9-0-216	12-
Air Depot Supply Sq	1-858	7			124	131				4-0-32	5-0-82	5-0-99	7-0-
Military Police Co (Avn)	19-219	4			97	101		1-0-24	2-0-49	3-0-72	4-0-97	4-0-97	4-0-
Ordnance Ammunition Platoon	9-17	4			114	118			1-0-28	2-0-57	3-0-85	4-0-114	4-0-
Ordnance Depot Platoon	9-57	1			62	63			1-0-15	1-0-31	1-0-46	1-0-62	1-0-
Ordnance Maintenance Det	9-257	6			148	154			2-0-37	3-0-74	4-0-111	6-0-148	6-0-
Q Company, Service Group	10-437	5			76	81			1-0-19	3-0-38	4-0-57	5-0-76	5-0-
Truck Co (Avn)	10-517	3			99	102			1-0-25	1-0-49	2-0-74	3-0-99	3-0-
Truck Co (Avn)	10-517	3			99	102					1-0-25	1-0-47	2-0-
Signal Company, Depot (Avn)	11-287	9	1		179	189			2-1-45	5-1-89	7-1-134	9-1-179	9-1-
Signal Service Det	11-500	4			92	96		1-0-23	2-0-46	3-0-69	4-0-92	4-0-92	4-0-
Hq & Hq Sq, Philippine Composite Wing	1-110-1	45	1		126	172	11-1-31	11-1-31	23-1-63	23-1-63	34-1-94	45-1-126	45-1-
Signal Company, Wing	11-247	3			86	89		1-0-21	2-0-43	2-0-64	3-0-86	3-0-86	3-0-
Hq Fighter Group (SE)	1-12	29	1		70	100			7-1-17	14-1-35	22-1-52	29-1-70	29-1-
Hq Bomb Group (L)	1-132	30	1		73	104						7-1-18	15-1-
Fighter Sq (SE)	1-27	39			245	284			10-0-61	18-0-122	29-0-184	39-0-245	39-0-
Fighter Sq (SE)	1-27	39			245	284				10-0-61	18-0-122	29-0-184	39-0-
Fighter Sq (SE)	1-27	39			245	284					10-0-61	18-0-122	29-0-
Bomb Sq (L)	1-127	35			239	274						9-0-60	17-0-
Bomb Sq (L)	1-127	35			239	274							9-0-
Bomb Sq (L)	1-127	35			239	274							
Troop Carrier Sq	1-317	50	1		226	277							
Troop Carrier Sq	1-317	50	1		226	277							
Medical Air Evacuation Transp Sq	9-447	6		25	56	87							
Total Personnel Required													
Officers		721					48	61	149	212	332	434	500
WO			15				2	6	6	9	11	12	13
ANG				25									
Enlisted Men					5525		172	393	1037	1735	2792	3613	4203
Aggregate					6286		222	460	1192	1956	3135	4059	4716

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PHILIPPINE AIR FORCE

MONTHLY REQUIREMENTS BY UNIT - ACCUMULATIVE

(Officers, Warrant Officers and Enlisted Men)

ED STRENGTH		1	2	3	4	5	6	7	8	9	10	11	12	13
C	A	AUF												
199	256	13-1-49	13-2-49	27-3-99	40-3-149	54-3-199	54-3-199	54-3-199	54-3-199	54-3-199	54-3-199	54-3-199	54-3-199	54-3-199
26	31	1-0-7	1-0-7	2-0-13	3-0-19	5-0-26	5-0-26	5-0-26	5-0-26	5-0-26	5-0-26	5-0-26	5-0-26	5-0-26
185	251	17-0-47	17-0-47	33-0-93	33-0-93	49-0-139	66-0-185	66-0-185	66-0-185	66-0-185	66-0-185	66-0-185	66-0-185	66-0-185
262	287		6-1-65	12-0-131	18-1-196	24-1-262	24-1-262	24-1-262	24-1-262	24-1-262	24-1-262	24-1-262	24-1-262	24-1-262
262	287					6-0-65	12-1-131	18-1-196	24-1-262	24-1-262	24-1-262	24-1-262	24-1-262	24-1-262
219	228		2-1-55	4-0-110	6-1-165	8-1-219	8-1-219	6-1-219	8-1-219	8-1-219	8-1-219	8-1-219	8-1-219	8-1-219
219	228					2-1-55	4-0-110	6-1-165	8-1-219	8-1-219	8-1-219	8-1-219	8-1-219	8-1-219
134	142		2-1-33	4-0-67	5-1-100	7-1-134	7-1-134	7-1-134	7-1-134	7-1-134	7-1-134	7-1-134	7-1-134	7-1-134
134	142					2-1-33	4-1-67	5-1-100	7-1-134	7-1-134	7-1-134	7-1-134	7-1-134	7-1-134
152	177	6-0-38	6-0-38	13-0-76	13-0-76	19-0-114	19-0-114	25-0-152	25-0-152	25-0-152	25-0-152	25-0-152	25-0-152	25-0-152
328	340				3-0-12	6-0-164	9-0-216	12- -328	12-0-328	12-0-328	12-0-328	12-0-328	12-0-328	12-0-328
124	131				2-0-31	3-0-62	5-0-93	7-0-124	7-0-124	7-0-124	7-0-124	7-0-124	7-0-124	7-0-124
97	102		1-0-24	2-0-49	3-0-72	4-0-97	4-0-97	4-0-97	4-0-97	4-0-97	4-0-97	4-0-97	4-0-97	4-0-97
114	118			1-0-26	2-0-37	3-0-65	4-0-114	4-0-114	4-0-114	4-0-114	4-0-114	4-0-114	4-0-114	4-0-114
64	63			1-0-15	1-0-21	1-0-46	1-0-62	1-0-62	1-0-62	1-0-62	1-0-62	1-0-62	1-0-62	1-0-62
146	154			2-0-37	3-0-74	4-0-111	6-0-148	6-0-148	6-0-148	6-0-148	6-0-148	6-0-148	6-0-148	6-0-148
76	81			1-0-19	3-0-38	4-0-97	5-0-76	5-0-76	5-0-76	5-0-76	5-0-76	5-0-76	5-0-76	5-0-76
99	104			1-0-25	1-0-49	2-0-74	3-0-99	3-0-99	3-0-99	3-0-99	3-0-99	3-0-99	3-0-99	3-0-99
99	102					2-0-25	1-0-49	2-0-74	3-0-99	3-0-99	3-0-99	3-0-99	3-0-99	3-0-99
179	186		2-1-45	5-1-89	7-1-134	9-1-179	9-1-179	9-1-179	9-1-179	9-1-179	9-1-179	9-1-179	9-1-179	9-1-179
92	96	1-0-43	2-0-46	3-0-69	4-0-92	4-0-92	4-0-92	4-0-92	4-0-92	4-0-92	4-0-92	4-0-92	4-0-92	4-0-92
126	172	11-1-31	11-1-31	23-1-69	29-1-89	34-1-94	43-1-126	45-1-126	45-1-126	45-1-126	45-1-126	45-1-126	45-1-126	45-1-126
66	69		1-0-21	2-0-43	2-0-64	3-0-86	3-0-86	3-0-86	3-0-86	3-0-86	3-0-86	3-0-86	3-0-86	3-0-86
70	100			7-1-17	14-1-33	22-1-52	29-1-70	29-1-70	29-1-70	29-1-70	29-1-70	29-1-70	29-1-70	29-1-70
72	104						7-1-18	15-1-37	22-1-55	30-1-73	30-1-73	30-1-73	30-1-73	30-1-73
245	284			10-0-61	19-0-122	29-0-184	39-0-245	39-0-245	39-0-245	39-0-245	39-0-245	39-0-245	39-0-245	39-0-245
245	284				10-0-61	19-0-122	29-0-184	39-0-245	39-0-245	39-0-245	39-0-245	39-0-245	39-0-245	39-0-245
213	284					10-0-61	19-0-122	29-0-184	39-0-245	39-0-245	39-0-245	39-0-245	39-0-245	39-0-245
239	274						9-0-60	17-0-119	26-0-179	35-0-239	35-0-239	35-0-239	35-0-239	35-0-239
239	274							9-0-60	17-0-119	26-0-179	35-0-239	35-0-239	35-0-239	35-0-239
239	274									9-0-60	17-0-119	26-0-179	35-0-239	35-0-239
228	277										12-1-56	29-1-113	37-1-169	50-1-226
226	277								12-1-56	29-1-113	37-1-169	50-1-226	50-1-226	50-1-226
5 56	69								11-0-14	3-13-28	4-19-42	6-25-56	6-25-56	6-25-56
		48	61	149	212	332	434	500	568	608	650	687	708	741
		2	6	6	9	11	12	13	14	14	15	15	15	15
									6	13	19	25	25	25
5525		172	393	1037	1735	2792	3613	4209	4650	4919	5184	5352	5486	5525
6286		222	460	1192	1956	3135	4059	4716	5238	5554	5848	5885	6216	6286

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SUMMARY OF UNITS AND PERSONNEL REQUIREMENTS

	O	ANC	WO	EM	Aggregate
Hq Command					
Philippine Air Force	54		3	199	256
Stat. Control Unit	5			26	31
Total	59	—	3	225	287
Tactical Command					
Philippine Composite Wing	45		1	126	172
Signal Company, Wing	3			86	89
Fighter Group, Hq (SE)	29		1	70	100
Bomb Group, Hq (L)	30		1	73	104
(3) Fighter Sq (SE)	117			735	852
(3) Bomb Sq (L)	105			717	822
(2) Troop Carrier Sq (Less Gliders)	100		2	452	554
(1) Medical Air Evacuation Transport Sq	6	25		56	87
Total	435	25	5	2315	2780
Service Command					
Air Service Area Command	66			185	251
(2) Hq & Base Service Sq	48		2	524	574
(2) Air Engineering Sq	16		2	438	456
(2) Air Materiel Sq	14		2	268	284
Air Depot Group, Hq & Hq Sq	25			152	177
Air Depot Repair Sq	12			328	340
Air Depot Supply Sq	7			124	131
Military Police Co (Avn)	4			97	101
Ordnance Ammunition Plat	4			114	118
Ordnance Depot Plat	1			62	63
Ordnance Maint Det	6			148	154
QM Co (SG)	5			76	81
(2) QM Truck Co (Avn)	6			198	204
Signal Co Depot (Avn)	9		1	179	189
Signal Service Det	4			92	96
Total	227	—	7	2985	3219
Aggregate	721	25	15	5525	6286

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Exhibit C

1702

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Unit	Officer Personnel to be Trained in U. S.		Officer Personnel not to be Trained in U. S.		
	Pilots	Tech Off	ANC	All Others	Total
Hq & Hq Sq Philippine AF	11	17		29	57
Statistical Control Unit		2		3	5
Hq & Hq Sq ASAC	20	20		26	66
Base Hq & Serv Sq (2)	10	20		20	50
Air Engineering Sq (2)	4	10		4	18
Air Material Sq (2)		12		4	16
Hq & Hq Sq Air Depot Gp	2	13		10	25
Depot Repair Sq		8		4	12
Depot Supply Sq		4		3	7
Military Police Co (Avn)				4	4
Ordnance Ammunition Plat		2		2	4
Ordnance Depot Plat		1			1
Ordnance Maint Det		4		2	6
QM Co, Serv Gp		4		1	5
QM Truck Co (Avn) (2)		2		4	6
Signal Co, Depot		8		2	10
Signal Serv Det		3		1	4
Hq & Hq Sq Composite Wg	10	13		23	46
Signal Co Wing		1		2	3
Hq Fighter Gp (SE)	6	14		10	30
Fighter Sq (SE) (3)	81	18		18	117
Bomb Gp (L)	21	7		3	31
Bomb Sq (L) (3)	57	27		21	105
Troop Carrier Sq (Less Gliders) (2)	70	20		12	102
Medical Air Evac Transport Sq		1	25	5	31
Total Officers, WO & ANC	292	231	25	213	761

Total Officer Personnel to be trained in U. S. - 523

Total Officer Personnel not to be trained in U. S. - 238

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Exhibit d

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Unit	Enlisted Men to be Trained in U. S. Crews	Maint. & Technicians		Enlisted Men not to be Trained in U. S. All Others	Total
Hq & Hq Sq Philippine AF	12	50	30	107	199
Statistical Control Unit	-	-	6	20	26
Hq & Hq Sq ASAC	8	30	40	107	185
Base Hq & Serv Sq (2)	12	40	370	102	524
Air Engineering Sq (2)	5	16	275	142	438
Air Material Sq (2)	-	-	214	54	268
Hq & Hq Sq Air Depot Gp	6	25	85	36	152
Depot Repair Sq	-	-	250	78	328
Depot Supply Sq	-	-	80	44	124
Military Police Co. (Avn)	-	-	7	90	97
Ordnance Ammunition Plat	-	-	34	80	114
Ordnance Depot Plat	-	-	40	22	62
Ordnance Maint Det	-	-	48	100	148
Q.M. Co Serv Gp	-	-	26	50	76
Q.M. Truck Co (Avn) (2)	-	-	18	180	198
Signal Co, Depot	-	-	150	29	179
Signal Serv Det	-	-	62	30	92
Hq & Hq Sq Composite Wg	20	30	30	46	126
Signal Co, Wg	-	-	40	40	80
Hq Fighter Gp (SS)	-	15	30	25	70
Fighter Sq (SS) (3)	-	250	350	135	735
Hq Bomb Gp (L)	10	20	33	20	73
Bomb Sq (L) (3)	102	185	243	187	717
Troop Carrier Sq (Less Gliders) (2)	84	150	114	104	452
Medical Air Evac Transport Sq	-	-	14	42	56
Total Enlisted Personnel	305	811	2,585	1,824	5,525

Total Enlisted Personnel to be trained in U. S. - 3701

Total Enlisted Personnel not to be trained in U. S. - 1824

Exhibit C

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PHILIPPINE AIR FORCE

MONTHLY STRENGTH END OF PERIOD OFFICERS BY TYPE UNIT

	1	2	3	4	5	6	7	8	9	10	11	12	13
Philippine Air Force	2	2	5	7	10	12	12	17	17	17	17	17	17
Statistical Control Unit	1	1	1	2	2	2	2	2	2	2	2	2	2
Air Service Area Command	5	5	10	10	15	20	20	20	20	20	20	20	20
Base Hq & Serv Sq (2)			5	10	10	15	20	20	20	20	20	20	20
Air Engr Squadron (2)			3	5	5	8	8	10	10	10	10	10	10
Air Mat. Squadron (2)			3	6	6	9	12	12	12	12	12	12	12
Air Depot Group	3	7	10	13	13	13	13	13	13	13	13	13	13
Depot Repair Sq					2	4	6	8	8	8	8	8	8
Depot Supply Sq					1	2	3	4	4	4	4	4	4
Ord Ammunition Co			1	1	2	2	2	2	2	2	2	2	2
Ord Depot Company					1	1	1	1	1	1	1	1	1
Ord Maintenance Co					1	2	3	4	4	4	4	4	4
Quartermaster Serv Group			1	2	3	4	4	4	4	4	4	4	4
Quartermaster Truck Co (2)					1	1	1	1	1	2	2	2	2
Signal Company Depot			2	2	5	5	7	8	8	8	8	8	8
Signal Service Det		1	1	2	3	3	3	3	3	3	3	3	3
Philippine Composite Wg	2	2	5	5	7	10	13	13	13	13	13	13	13
Signal Company Wg				1	1	1	1	1	1	1	1	1	1
Fighter Group (L)			2	4	5	9	11	12	14	14	14	14	14
Fighter Squadron (SE) (3)			1	3	6	10	14	18	18	18	18	18	18
Bomb Group (L)							2	4	7	7	7	7	7
Bomb Squadron (3)									9	18	27	27	27
Troop Carrier Sq (2)								5	10	15	20	20	20
Medical Air Evac Troop Sq								1	1	1	1	1	1
T O T A L	13	18	50	73	99	133	158	184	203	217	231	231	231

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PHILIPPINE AIR FORCE

MONTHLY REQUIREMENT OF TRAINED ENLISTED MEN BY TYPE UNIT

(Crews - Maintenance - Technicians)

(Accumulative)

	1	2	3	4	5	6	7	8	9	10	11	12	13
Philippine Air Force	23	23	46	69	92	92	92	92	92	92	92	92	92
Statistical Control Unit	2	2	3	4	6	6	6	6	6	6	6	6	6
Air Serv Area Command	19	19	38	38	57	76	76	76	76	76	76	76	76
Air Service Group (2)		53	107	160	264	318	422	422	422	422	422	422	422
Air Depot Squadron (2)		37	74	111	185	222	259	296	296	296	296	296	296
Air Mat Squadron (2)		27	54	81	134	161	188	214	214	214	214	214	214
Hq & Hq Sq Air Depot Gp	29	58	87	116	116	116	116	116	116	116	116	116	116
Air Depot Repair Sq				73	73	125	198	250	250	250	250	250	250
Air Depot Supply Sq				20	20	40	60	80	80	80	80	80	80
Military Police Company		?	3	4	5	6	7	7	7	7	7	7	7
Ord Ammunition Company			3	17	26	34	34	34	34	34	34	34	34
Ord Depot Company			10	20	30	40	40	40	40	40	40	40	40
Ord Maintenance Company			6	6	12	24	36	48	48	48	48	48	48
Quartermaster Serv Group			7	13	21	26	26	26	26	26	26	26	26
Quartermaster Truck Co, Avn (2)			2	5	7	9	9	11	14	16	18	18	18
Signal Company Depot			37	74	112	150	150	150	150	150	150	150	150
Signal Service Det.		15	31	46	62	62	62	62	62	62	62	62	62
Philippine Composite Wg	20	20	40	40	60	80	80	80	80	80	80	80	80
Signal Company Wg			12	23	35	46	46	46	46	46	46	46	46
Hq Fighter Group (SE)			11	23	34	45	45	45	45	45	45	45	45
Fighter Squadron (SE)(3)			50	150	300	450	550	600	600	600	600	600	600
Hq Bomb Group (L)						13	26	39	53	53	53	53	53
Bomb Squadron (L)(3)						49	148	247	448	546	596	596	596
Troop Carrier Sq (2)								41	82	164	246	287	328
Medical Air Evac Transp Sq								3	6	10	14	14	14
TOTAL	93	256	687	1096	1651	2193	2627	3083	3295	3481	3619	3660	3701

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PHILIPPINE AIR FORCE

MONTHLY REQUIREMENT OF PILOTS BY TYPE UNIT
(ACCUMULATIVE)

	1	2	3	4	5	6	7	8	9	10	11	12	13
Philippine Air Force	4	4	11	11	11	11	11	11	11	11	11	11	11
Air Service Area Command	5	5	10	10	15	20	20	20	20	20	20	20	20
Base Hq & Service Sq (2)	1	1	4	6	8	10	10	10	10	10	10	10	10
Air Engineer Squadron (2)			2	2	2	4	4	4	4	4	4	4	4
Hq & Hq Sq, Air Depot Group	1	1	2	2	2	2	2	2	2	2	2	2	2
Hq & Hq Sq, Philippine Composite Wing	5	5	5	10	10	10	10	10	10	10	10	10	10
Hq Fighter Group (SB)			3	3	3	6	6	6	6	6	6	6	6
Fighter Squadron (SB) (3)			27	54	81	81	81	81	81	81	81	81	81
Hq Bomb Group (L)						5	5	10	10	21	21	21	21
Bomb Squadron (L) (3)							19	38	57	57	57	57	57
Troop Carrier Sq (Less Glider) (2)								35	70	70	70	70	70
TOTAL	16	16	81	98	132	149	168	227	281	292	292	292	292

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CONSTRUCTION OF REDUCED STRENGTH UNITS

UNIT	T/O & E	COLUMNS	STRENGTH
Statistical Control	1-797S	5 & 6	5-0- 26
Ordnance Ammunition Plat	9-17	4 & 5	4-0-114
Ordnance Depot Plat	9-57	10	1-0- 62
Ordnance Maint Det	9-257	3, 5, 7 & 9	6-0-148
Signal Service Det	11-500	AP, AT, GP, GS, SS & SX	4-0- 32

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Exhibit I

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SECRET

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

SECRET
SEC. ARMY (IND.)
BY RULE
CHIEF, NR&C
INITIALS
DATE

SUBJECT: Propsd Plan for Reestablishment and Activation of the Philippine Air Force.

TO: IN TURN: AC/AS, OC&R
AC/AS, Training
XXXXX AC/AS, Personnel

DATE MAY 22 1945

COMMENT NO. 1
Lt Col Dart/rkc/4152

FROM: AC/AS, Plans, Operational Plans Div.

1. Attached hereto is FEGC 091.711, Hq, USAFFE, Dated 7 May 1945, subject: "Proposed Plan for Reestablishment and Activation of the Philippine Air Force" which is addressed to the Adjutant General who has referred the matter to the CG, AAF by AG 323.31 (10 May 1945), Transmittal Sheet dated 16 May 1945.

2. Also attached is file folder of Pacific Branch, Operational Plans which contains complete correspondence regarding General Kenney's proposal last November 1944 to form a Filipino Air Force Training Command.

3. Your reactions as to the feasibility of General MacArthur's Proposed Plan (FEGC 091.711) in the light of previous discussion and decision on a related proposal (Pacific Branch file) are requested as soon as possible in view of the theater commander's request for radio advice in the matter.

for JOHN N. STONE
Colonel, G. S. C.
Acting Chief, Operational Plans Division

2 Incls
#1 - FEGC 091.711, Hq USAFFE
#2 - Folder, Philippine AF

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PAGE 1

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HEADQUARTERS ARMY AIR FORCES

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ROUTING AND RECORD SHEET

TALLY NO.	5
FILE NO.	ACT-6

SUBJECT: Props'd Plan for Reestablishment and Activation of the Philippine Air Force.

TO: 2. AC/AS, Training ~~IN TURN~~
4 AC/AS, Personnel

DATE 6 - JUN 1945

COMMENT No. 2

FROM: AC/AS, Operations, Commitments and Requirements — Col Sweetser/lvm/74718

1. It is the opinion of this Office that the structure of the token Air Force suggested in the proposed plan submitted by USAFFE is satisfactory (notwithstanding the fact that it does not contain certain supporting units such as reconnaissance and night fighters). Because the Air Force would in any event be token, it is believed not necessary to make any additions to the structure.

2. For the consideration of all concerned, it is noted that no provision has been made as respects the establishment of a suitable (token) training command. On 19 November 1944, the Commanding General, Far East Air Forces, recommended the establishment of a training command for the Filipinos after the occupation of Luzon. Air Force commitments at that time precluded the consideration of such a problem (training command as differentiated from a token air force) until after V-J Day. While a token Air Force might be established within 18 months with direct assistance from U.S. training facilities, it is believed that the future training requirements beyond the 18-month period is a point to be considered now.

3. With the increasing speeds in aircraft, requirement for high Stanine standards in all classes of aircrew and ground crew and the known average mental adaptability level of the Filipino, it is the opinion of this office that adequate training is a prerequisite to any successful air force.

4. At this time, the AC/AS, Training is requested to determine whether the volume of training within the United States contemplated under the plan can be accomplished without increase in currently planned capacity for foreign trainees. If an increase in this capacity is necessary, it is suggested that the Manpower Division, Management Control be consulted for the purpose of securing authorization for necessary additional permanent party personnel.

5. If the Asst C/AS, Plans and Asst C/AS, Training concur in principle that a training command is also a requirement, this office will be pleased to furnish an officer to assist in any further studies required.

2 Incls
n/c

AFRES/T SWEETSER
AFRES Jalonie
AFRAT H. Knerr
AFREST Bennett
AFRDB Plt Trng
AFRPG D.C. Plans
AFPER [illegible]
AFRFC Dalle

JACK ROBERTS
Colonel, Air Corps
Executive, Ass't Chief of Air Staff
Operations, Commitments & Requirements

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HEADQUARTERS ARMY AIR FORCES SECRET

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SUBJECT: Props'd Plan for Reestablishment and Activation of the Philippine Air Force

TO: AC/AS, Training (Attn: Col Libershal) DATE 27 JUN 1945

COMMENT No. 3

FROM: AC/AS, Personnel Capt Chassen/ed/71023

1. Added inclosure No. 3 from this office indicates total personnel by SSN required for units in the proposed plan for the Philippine Air Force.

2. The basis for these requirements was Exhibit "A" of the attached inclosures.

Blake C Miller, Lt Colac

3 Incls.
Added 1 Incl.
subj: Req for Props'd
Units of the Phil Air Force

for AUBREY K. DODSON
Colonel, Air Corps
Chief, Military Personnel Division

5A286

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REQUIREMENTS BY SSN FOR PROPOSED UNITS
OF THE PHILIPPINE AIR FORCE

ENLISTED MEN

SSN	MOS	Total T/O Requirements
-013	Diesel Mechanic	5
-014	Automotive Equipment Mechanic (2d Echelon)	158
-024	Blacksmith	3
037	Meat Cutter	4
039	Cable Splicer, Telephone and Telegraph	9
-050	Carpenter	42
055	Clerk (Montypist)	107
056	Postal Clerk	11
-059	Construction Technician	5
060	Cook	172
-063	Crane Operator	4
-070	Draftsman	25
-076	Draftsman, Topographic	1
-078	Electrician	12
-081	Engineman, Operating	25
095	Telephone & Telegraph Equip Mechanic	6
097	Installer-Repairman Telephone & Telegraph	18
-107	Photolithographer (Designated Type)	1
-114	Machinist	36
-144	Painter	9
-152	Photographer	1
-164	Plumber	4
187	Repeaterman, Telephone	19
-188	Construction Worker	14
-189	Rigger	4
194	Salvage Technician	2
196	Sanitary Technician	6
201	Sheet Metal Worker	7
213	Stenographer	12
-227	Surveyor	3
-230	Surveyor, Topographic	1
-237	Teletype Operator	76
-238	Lineman, Telephone and Telegraph	71
-239	Teletype Mechanic	23
-242	Toolroom Keeper	6
-256	Welder, Combination	18
281	Wire Technician, Telephone & Telegraph	3
264	Radiology Technician	5
274	Public Relations Specialist	4
275	Classification Specialist	23
279	Legal Clerk	2
282	Office Machine Serviceman	1
283	Athletic Instructor	4
301	Investigator	5

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SSN	MOS	Total T/O Requirements
-345	Automotive Equipment Operator	477
-348	Parts Clerk, Automotive	36
-359	Construction Machine Operator	12
383	Fire Fighter	26
-405	Clerk-Typist	401
409	Medical Technician	23
442	Entertainment Specialist	1
502	Administrative Specialist	149
505	Ammunition Supply Technician	26
543	Fabric and Dope Mechanic	17
511	Armorer	16
521	Basic	37
522	Guard-Patrolman	60
-TC-528	Airplane Hydraulic Mechanic	14
542	Communications Technician	15
550	Airplane Woodworker	14
-TC-555	Airplane Sheet Metal Worker	122
566	Duty NCO	9
-TC-573	Aircraft Welder	19
-TC-574	Bombsight and Automatic Pilot Repairman	7
581	Communications Supply Technician	24
-583	Engineer Supply Technician	11
590	Duty Soldier	298
612	Airplane Armorer - Gunner	50
-TC-620	Parachute Rigger and Repairman	52
622	Finance Technical Clerk	18
623	Finance Typist-Clerk	22
631	Intelligence Specialist	14
-TC-647	Radio Repairman, Aircraft Equipment	42
648	Radio Repairman	12
-650	Telephone Switchboard Operator	49
657	Medical Corpsman	37
665	Fuel Cell Repairman	6
-667	Message Center Clerk	22
673	Medical Administrative Specialist	19
-TC-677	Military Policeman	147
-TC-678	Power Turret and Gunsight Mechanic	13
-TC-681	Power Turret and Gunsight Repairman	12
-TC-683	Bombsight Mechanic	7
-TC-684	Airplane Power Plant Mechanic	3
-TC-685	Airplane Electrical Mechanic	41
-TC-686	Airplane Instrument Mechanic	45
-TC-687	Airplane Propeller Mechanic	48
689	Airplane Cable Mechanic	2
-727	Water Supply Technician	2
-TC-747	Airplane and Engine Mechanic	401
748	Airplane Mechanic - Gunner	50
750	Airplane Maintenance Technician	192
-TC-754	Radio Mechanic, AAF	46
756	Radio Operator, AAF	53

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SSN	MOS	Total T/O Requirements
757	Radio Operator Mechanic Gunner, AAF	2
759	Radio Operator, CMS	27
766	Radio Operator High Speed Manual	32
803	Bugler	8
804	Camouflage Technician	6
805	Cryptographic Technician	54
809	Decontaminating Equipment Operator	22
815	Ordnance Supply Technician	11
821	Quartermaster Supply Technician	37
822	Utilities Technician	2
824	Mess Sergeant	39
825	Medical Supply Technician	5
826	AAF Supply Technician	74
776	Radio Operator, Low Speed	12
835	Supply Clerk	207
848	Parts Clerk, Armament	1
849	Radar Mechanic, Troop Carrier	18
853	Radar Mechanic, Navigation	8
854	Radar Mechanic, Sea Search	4
859	Pharmacy Technician	6
861	Surgical Technician	45
862	Radar Mechanic, IFF	31
870	Chemical Technician	5
901	Munitions Worker	105
903	Weapons Repairman, Small Arms	27
911	Airplane Armorer	220
915	Artillery Repairman Heavy Antiaircraft	4
227	Aircraft Engineering Technician	22
926	Fuel Induction Repairman	5
931	Heavy Automotive Equipment Operator	11
932	Special Vehicle Operator	69
941	Camera Technician	25
945	Photo Laboratory Technician	15
952	Radar Repairman, Gunlaying Equip, Designated Set	26
953	Radar Repairman, Reporting Equip, Designated Set	23
955	Radar Repairman, Airborne Equip, Designated Set	25
957	Airplane Electrical Instrument Mechanic	2
958	Airplane & Engine Electrical Accessories Repairman	17
961	Airplane Gyro Instrument Repairman	1
963	Optical Instrument Repairman	1
965	Automotive Repairman	68
2750	Aerial Engineer	32
2756	Radio Operator and Mechanic, AAF	32
	TOTAL	5560

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REQUIREMENTS BY MOS FOR PROPOSED UNITS
OF THE PHILIPPINE AIR FORCE

MOS		Total T/O Required
0002	General Officer	3
0030	Postal Officer	1
0110	Aircraft Warning Officer, Ground Reporting Equip	3
0130	Aircraft Warning Officer, Airborne Equip	1
0141	Electronics Officer	3
0142	Radar Observer, Bombardment (Designated Set)	8
0200	Communications Officer	12
0210	Signal Officer	10
0220	Message Center Officer	1
0224	Message Center Officer, Cryptographic	8
0400	Telephone & Telegraph Officer	1
0410	Telephone & Telegraph Officer, Inside Plant	3
0430	Telephone & Telegraph Officer, Outside Plant	2
0500	Radio Officer	2
0600	Motor Transport Officer	10
1022	Bomber Pilot, Two Engine	54
1034	Navigator	1
1035	Bombardier	1
1036	Navigator-Bombardier	15
1042	Personal Equipment Officer	10
1051	Pilot, Two Engine	73
1054	Pilot, Single Engine	6
1055	Fighter Pilot, Single Engine	74
~~1062~~	~~Photo Reconnaissance Pilot, Two Engine~~	-
1179	Antiaircraft Officer, Staff	1
2110	Adjutant or Adjutant General	27
2120	Administrative Officer	39
2121	Administrative Inspector	2
2136	Unit Officer, Non-Tactical	3
2161	Operations Officer, Air Forces	19
2162	Operations and Training Staff Officer	10
2166	Tactical Inspector	3
2200	Military Personnel Officer	3
2260	Personnel Staff Officer	3
2554	Flexible Gunnery Officer	4
2556	Gunnery and Bombing Range Officer	1
3100	Medical Officer, General Duty	34
3170	Dental Officer	7
3171	Oral Surgeon, Dental	2
3430	Nurse, Administrative	1
3449	Nurse, General Duty	24
4000	Supply Officer, General	11

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MSN	MOS	Total T/O Required
4010	Supply and Evacuation Staff Officer	6
4015	Quartermaster, Staff	2
4113	Mess Supply, and Transportation Officer	12
4400	Signal Supply Officer	4
4402	Maintenance & Repair Officer, Airborne Sig Equip	1
4415	Sig Equip Maintenance and Repair Officer	4
4419	Quartermaster Supply Officer	10
4470	Engineer Supply Officer	4
4512	Ordnance Officer, Staff.	5
4514	Ammunition Supply Officer	7
4530	Ordnance Supply Officer	1
4805	Automotive Maintenance and Repair Officer	6
4490	Medical Supply Officer	1
4110	Mess Officer	1
4532	Aviation Ordnance Officer	15
4807	Armory Maintenance & Repair Officer	2
4821	Flight Test Maintenance Officer	6
4822	Armament and Chemical Officer	10
4825	Bombsight Maintenance Officer	1
4880	Engineer Equip Maintenance and Repair Officer	1
4902	Technical Supply Officer	12
4903	Aircraft Inspection Officer,	1
5000	Special Services Officer	9
5004	Orientation Officer	12
6201	Finance Officer, Disbursing	-
6402	Statistical Control Officer	16
7120	Utilities Maintenance Officer	2
7314	Chemical Officer	9
7536	Technical Inspector, AAF	6
8103	Judge Advocate or Judge Advocate General	2
8218	Weather Officer Pilot	3
8219	Weather Officer	2
8502	Aerial Photographic Officer	1
8503	Photo-Interpreter	4
9110	Military Police Officer	8
9300	Military Intelligence Officer	17
9301	Intelligence Staff Officer (Combat)	14
9307	Intelligence Staff Officer (Base)	2
9511	Camouflage Officer	1
9600	Cryptanalytic Officer, General	1
9610	Security Officer, Cryptographic	1
9310	Inspector General	4
4823	Aircraft Maintenance Officer	14
5310	Chaplain	7
7916	Photomapping Officer	1
7960	Sanitary Engineer	2
	TOTAL	746

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ASN	MOS	Total T/O Required
WARRANT OFFICERS		
2120	Administrative Officer	3
2200	Military Personnel Officer	2
4415	Signal Equip Maintenance and Repair Officer	1
4902	Technical Supply Officer, Air	2
4903	Aircraft Inspection Officer	1
4823	Aircraft Maintenance Officer	6
	TOTAL	15

Prepared by: 26 JUN 1945

Office of Asst Chief of Air Staff, Personnel
Military Personnel Division
Requirements & Resources Branch

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

SECRET

TALLY NO.
FILE NO.
SECRET
By Authority of The Commanding General Army Air Forces
7/6/45 ACD
DATE 5 July 1945.

SUBJECT: Proposed Plan for Reestablishment and Activation of the PAF

TO: AC/ AS, Plans, Operational Plans Division
ATTEN: Lt. Colonel Dart.

COMMENT No. 4

FROM: AC/AS, Training - Training Plans and Programs Office, Programs Section. Lt. Osborne/ash/74912

From a study of the plan submitted it is recommended that the following be considered in the plans for the proposed training of the Philippine Air Force.

1. Facilities are available to accomplish the training necessary for the personnel required under the proposed plan for the Philippine Air Force.

2. The training load, however, as laid out for the next ensuing period, is too heavy to allow the entrance of the PAF trainees into the pipelines without detriment to the existing plans as laid out in support of the Japanese War.

3. The earliest date for entrance of the PAF trainees would appear to be November 1, 1945, and even at this date would cause some overload in a few training categories. A preferable date for the entrance of the PAF trainees would be January 1, 1946, although note must be made that these tentative dates are based on the presumption that our present planned program takes on no increase in size or scope. Based on the present outlook there is a strong probability that PAF training can be well absorbed on January 1, 1946. However, if Filipinos are considered "foreign trainees" then this plan cannot "be accomplished without increasing the currently planned capacity for foreign trainees."

4. Clarification in advance will be necessary as to the change of status if any, that might occur should the Philippines be granted independence as is suggested by the President in recent press releases. At this time a limited number of Philippine pilots are undergoing training in the United States and are carried as citizens of the United States, not foreign trainees.

5. In accordance with the general views expressed in former correspondence in this matter (from Generals MacArthur and Kenney) the PAF is to be trained and activated as a unit with an idea towards a future plan whereby a Training Command would be established in the Philippine Islands making the whole a self-contained unit thoroughly Philippine in all respects. Disregarding geo-politics and like subjects it is the opinion of this office that the establishment of a Training Command in the Philippine Islands is a necessary part of the whole of the proposed plan and consideration should be given at this time towards the planning and establishment of this Training Command. Not only would the establishment of this command aid in making the PAF a self-contained unit, but would also obviate the necessity of maintaining a flow to the Philippine Islands from the United States to account for the attrition rates in all categories.

3 Incls: n/c

Donald W. Wackwitz
DONALD W. WACKWITZ
Colonel, Air Corps
Chief,
Training Plans & Programs Office

COORD
AFACT-2 Wle AFOM
3
4
7
8 Concur

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ORGANIZATION CHART

SECR

PHILIPPINE AIR FORCE
Hq & Hq Sq, Air Force
T/O & E 1-600-13 (AS)
24-3-199

STAT CONTROL UNIT
T/O & E 1-1775
Type A
5-0-26

SERVICE COMMAND

AIR SERVICE AREA CMD
T/O & E 1-400-53-1 (RS)
66-0-185

AIR SERVICE GROUP

(2) HQ & BASE SUP SQ
T/O & E 1-427T
24-1-212

(2) AIR TRANSPORTING SQ
T/O & E 1-437T
6-1-119

(2) AIR SERVICE SQ
T/O & E 1-458T
7-1-134

AIR DEPOT GROUP

HQ & HQ SQ AIR DEPOT GROUP
T/O & E 1-52
25-0-152

AIR DEPOT REPAIR SQ
T/O & E 1-857
12-1-320

AIR DEPOT SUPPLY SQ
T/O & E 1-858
7-1-124

AF SU (AVN)
T/O & E 19-219
4-0-97

ORDNANCE AIR PLAT
T/O & E 9-17
(Cols 4 & 5 only)
4-114

ORDNANCE DEPOT PLAT
T/O & E 9-57
(Col 10 only)
1-1-62

ORDNANCE MAINT DET
T/O & E 9-257

(1) PLANTA SU (AS)
T/O & E 1-12
2-1-70

(3) PLANTA SQ (AS)
T/O & E 1-47
39-1-245

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ORGANIZATION CHART

SECRET

PHILIPPINE AIR FORCE
Hq & Hq Sq, Air Force
T/O & E 1-ea-15 (AA)
45-1-197

STAT CONTROL UNIT
T/O & E 1-1715
Type A
5-0-26

TACTICAL COMMAND

PHILIPPINE COMPOSITE WING
T/O & E 1-110-1
45-1-126

SIGNAL CO (WING)
T/O & E 11-247
5-0-86

(1) FIGHTER GP (SE)
T/O & E 1-12
29-1-76

(3) FIGHTER SQ (SE)
T/O & E 1-27
39-6-245

(2) TROOP CARRIER SQ
T/O & E 1-377
(less Cols 15 & 26)
30-1-226

(1) MEDICAL AIR EVAC TRANSPORT SQ
T/O & E 8-447

(1) BOMB GP (L)
T/O & E 1-132
30-1-75

(3) BOMB SQ (L)
T/O & E 1-137
33-6-239

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SERVICE COMMAND

AIR SERVICE AREA CMD
T/O & E 1-400-53-1 (RS)
66-0-185

AIR SERVICE GROUP

(2) H & H BASE AIR SQ
T/O & E 1-457
24-1-202

(2) AIR DEPOT REPAIR SQ
T/O & E 1-457T
7-1-417

(2) AIR DEPOT SUPPLY SQ
T/O & E 1-458T
7-1-134

AIR DEPOT GP

H & Hq SQ AIR DEPOT GROUP
T/O & E 1-452
25-0-152

AIR DEPOT REPAIR SQ
T/O & E 1-457
14-0-120

AIR DEPOT SUPPLY SQ
T/O & E 1-458
7-0-124

AF CO (AVN)
T/O & E 19-219
4-0-97

ORDNANCE AIR PLAT
T/O & E 9-17
(Cols 4 & 5 only)
4-114

ORDNANCE DEPOT PLAT
T/O & E 9-57
(Col 10 only)
1-0-42

ORDNANCE MAINT PLT
T/O & E 9-257
(Cols 3, 5, 7 & 9)
6-0-148

QM CO SERV GP
T/O & E 10-437
5-0-76

(2) QM TRUCK CO (AVN)
T/O & E 10-517
3-0-99

SIGNAL CO DEPOT
T/O & E 11-287
9-1-179

SIGNAL SERV DET
T/O & E 11-500
1 ea Teams AE, AF, GF, GS, GT & GX
4-0-92

(1) FIGHTER GP (VH)
T/O & E 1-12
27-1-...

(3) FIGHTER SQ (VH)
T/O & E 1-27
39-1-243

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SECRET

Hq & Hq Sq, Air Force
T/O & E 1-00-[illegible] (AS)
[illegible]-177

STAT CONTROL UNIT
T/O & E 1-1[illegible]
Type A
5-0-26

TACTICAL COMMAND

PHILIPPINE COMPOSITE WING
T/O & E 1-110-1
45-1-126

SIGNAL GP (WING)
T/O & E 11-247
5-0-80

[illegible] DEPOT GROUP

[illegible] AIR DEPOT GP
1-[illegible]
252

[illegible]
1-57
[illegible]-[illegible]

[illegible]
1-[illegible]
[illegible]-144

(AVN)
15-219
7

[illegible] PLAT
9-17
5 only)

[illegible] DEPOT PLAT
9-57
only)
2

[illegible]
-[illegible]57
. 7 & 9)

[illegible] GP
10-437

[illegible] SC (AVN)
10-517

[illegible] DEPOT
1-287
8

[illegible] AVN DEPOT
11-500
, GP, Gp, Or & SA
2

(1) FIGHTER GP (SE)
T/O & E 1-12
25-1-[illegible]

(3) FIGHTER Sq (SE)
T/O & E 1-27
39-0-245

(2) TROOP CARRIER Sq
T/O & E 1-377
(less Cols 15 & 26)
50-1-226

(1) NAVIGATION AIR EVAC TRANSPORT Sq
T/O & E 8-447

(1) BOMB GP (L)
T/O & E 1-132
30-1-[illegible]

(3) BOMB Sq (L)
T/O & E 1-137
35-0-437

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APP "C"

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APPENDIX "C"

POLITICAL AND STRATEGIC POSITION
OF THE PHILIPPINE ISLANDS

1. The U. S. has agreed to grant the Philippine Commonwealth its independence as of 4 July 1946. Public Law 380, 78th Congress (Senate Joint Resolution 93) authorizes the President of the United States:

a. To advance the date of the independence of the Philippines by proclaiming their independence as a separate and self-governing nation prior to 4 July 1946, in the event constitutional processes and normal functions of government have been restored in the islands before that date and in the event the President of the United States has proclaimed their restoration.

b. By such means as he finds appropriate, to withhold or to acquire and to retain such bases, necessary appurtenances thereto, and the rights incident thereto, as he may deem necessary for the mutual protection of the Philippine Islands and of the United States.

2. Strategic Recognition and Air Capabilities

a. The Philippines are recognized as being within the JCS 570/2 "Blue Area," the specifications of which are:

(1) Required for direct defense of the U. S., leased areas and possessions, including the Philippines.

(2) U. S. to have exclusive military rights except as modified by agreements.

b. The Philippine Islands will provide sites for:

(1) Air bases from which to defend the Islands from attack by air, sea or land invasion.

(2) Denying any enemy the use and exploitation of the Islands and nearby prized areas.

c. The Philippines contain strategic materials necessary to the war-making ability of the United States. Included in this category are the world's largest chromite deposits, the Far East's largest iron ore deposits, manganese, copper, hemp and mahogany.

3. It is recognized that any plan for the air defense of the Philippines must be integrated into an entire U. S. Pacific Defense Plan. In the defense of the Philippines the U. S. must be prepared:

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a. To resist any enemy operations instigated by Asiatic nations and their allies.

b. To preclude surprise attacks by air, sea or land invasion.

c. To carry the attack home to a potential aggressor.

4. A Philippine Air Force (Corps) of the size proposed definitely can accomplish the following, all of which bear directly on the Political and Strategic Position of the Philippines:

a. Establish a balance between ground and air forces comprised of Filipinos and furnish a nucleus for a war-basis Air Force.

b. Reduce the strength of any U. S. Army Air Force elements deemed necessary for maintaining a strong strategic military position in the Far East.

c. Instill in the Filipino nationals a sense of responsibility and pride in the possession of an all-Filipino Air Arm of appreciable size.

d. Afford the Philippine Commonwealth the opportunity to absorb U. S. training methods and technique with a view to the establishment of Philippine Air Force (Corps) training facilities during the Post-War period.

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APP "D"

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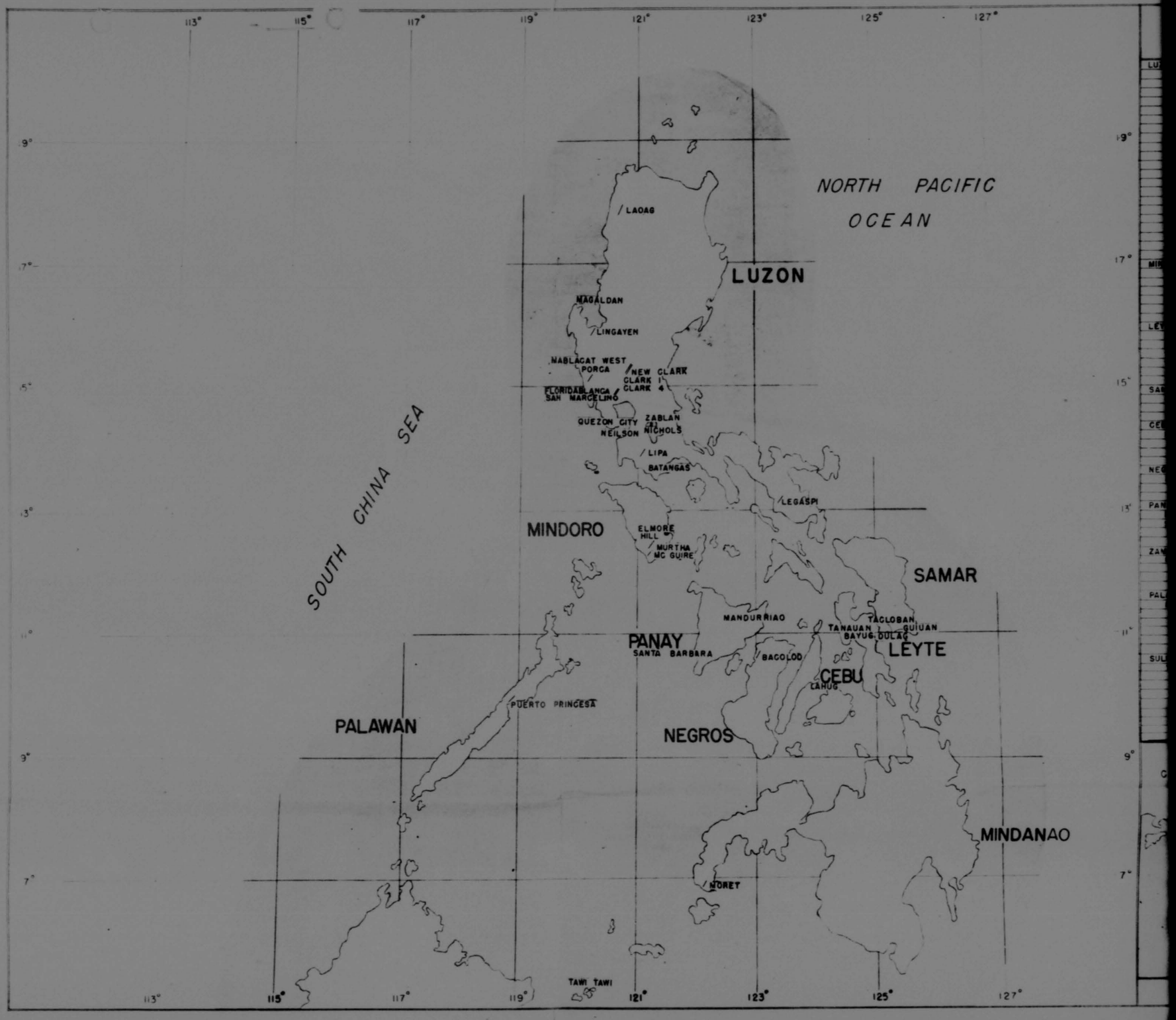

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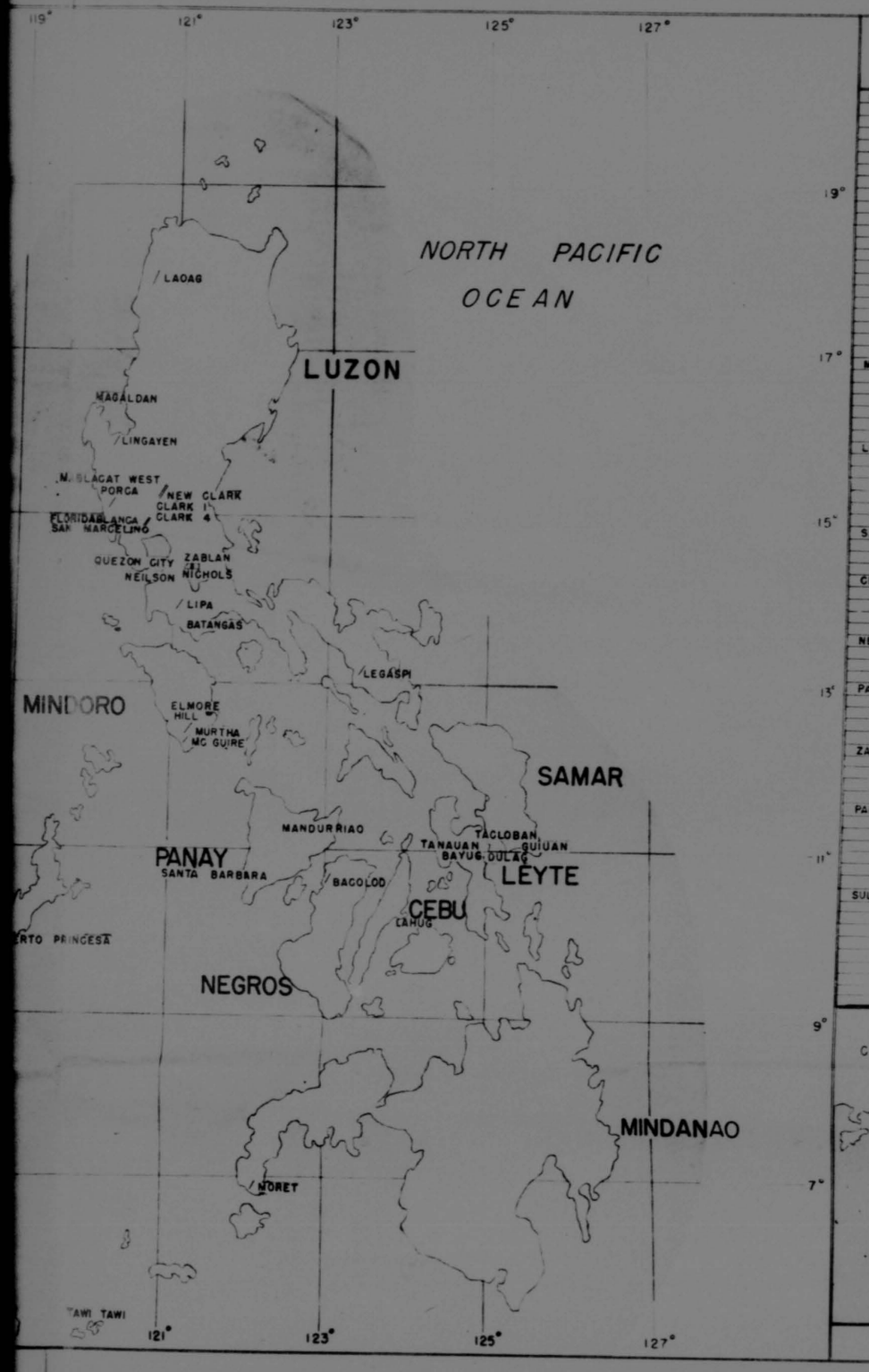
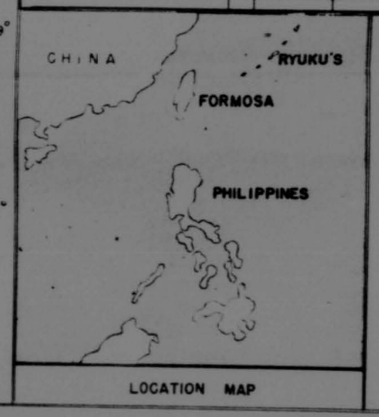


NAME OF FIELD	RW NO.	PLANNED LENGTH	COMP LENGTH	PARKING CAPACITY PLANNED VHB	HB	MB	FR	PARKING CAPACITY COMPLETED VHB	HB	MB	FR	EST. COMP. DATE	REMARKS	ENGR UNITS
LUZON														
BATANGAS	1	4000'	4000'										D/W TRANS	
CLARK 1	1		7000'											
CLARK 4	1		6000'											
FLORIDABLANCA	2	7000'	7000'		200							30 JUNE	R/W 10 MAY	
LAOAG	1	8000'	5000'			100						1 JUNE		
LEGASPI	1	4000'	4000'										TRANSPORT	
LINGAYEN	1	7000'	7000'		119				100			1 JUNE		
LIPA	1	4500'											REPAIRING R/W	
MAGALDAN	1		6000'											
MABLACAT WEST	1		4000'										TRANSPORT	
NEILSON	1		6000'			70								
NEW CLARK	2	7000'												
NICHOLS	1	6000'										1 MAY		
PORAC	1	6000	6000'			70								
QUEZON CITY	1		4000'										TRANSPORT	
SAN MARCELINO	1		6000'						70					
ZABLAN	1		4000'										TRANSPORT	
MINDORO														
ELMORE	1	6000'	6000'						130					
HILL	1	6000'	6000'						102					
MC GUIRE	1	7000'	7000'		96				96					
MURTHA	1	7000'	7000'		139				82					
LEYTE														
BAYUG	1	5000'	5000'						32					
DULAG	1	5000'	5000'						80					
TACLOBAN	1	7000'	7000'						101					
TANAUAN	1	6000'	6000'						61					
SAMAR														
GUIUAN	1	7000'	7000'						120					
CEBU														
LAHUG	1	5000'	5000'											
NEGROS														
BACOLOD	1	5000'	5000'											
PANAY														
MANDURRIAO														
SANTA BARBARA	1	4500'	4500'										TEMP R/W	
ZAMBOANGO														
MORET	1	6000'	6000'			75				8		15 MAY		
PALAWAN														
PUERTO PRINCESA	1	7000'	7000'		71				3			10 MAY		
SULU ARCH.														
TAWI TAWI	1		3300'										EMERGENCY STRIP	



LOCATION MAP

AIR BASE CONSTRUCTION PROGRESS REPORT FOR THE PHILIPPINES

AS OF MAY 12, 1945

COMPILED BY THE OFFICE OF THE

AIR ENGINEER

HQ AAF

WASHINGTON D.C.

SECRET

APPENDIX "D"

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AF MO-12

HEADQUARTERS AAF

ROUTING SLIP

TO:

1. OFFICE	AC-AS-3	DATE 9/10/1945
ATTENTION	TRAINING DIVISION	
2. OFFICE	4th TROOP BASIS DIV	DATE
ATTENTION		
3. OFFICE		DATE
ATTENTION		

FOR: FOLLOWING ACTION(S) AS CHECKED

	COORDINATION	NOTE AND RETURN	INFORMATION
✓	NECESSARY ACTION	RECOMMENDATION	FILE
	SEE OR PHONE ME	APPROVAL	SIGNATURE

COMMENT

1. The PAF referred to in the atchd letter was forwarded to your office by R&R on 6 August '45.

2. It is suggested that the atchd correspondence be appended to the Study on Reestablishment and Activation of the PAF also referred to your office by the R&R dated 6 August '45.

FROM:

OFFICE AEP-32 (Plans Br Opnl Plans Div)	ROOM NO. 3E123
INDIVIDUAL Col Duff	PHONE 4152

W-3114, AF (REV 10 APR 45)

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IN REPLYING REFER TO— 211 (AGO EX. 201 DH.)

COMMONWEALTH OF THE PHILIPPINES
ARMY HEADQUARTERS
APO 501

23 August 1945

SUBJECT: SSN of Officers and Enlisted Men.

TO : Commander-in-Chief, United States Army Forces, Pacific, APO 500.

CC : Commanding General, Army Air Forces, Washington, D.C.

1. Transmitted herewith papers covering the SSN of officers and enlisted men in the activation plan of the Philippine Army Air Corps who are not to be trained in the United States.

2. This is in connection with radio No. 36203, dated 22 July 1945.

For the Chief of Staff.

Elvis Davis,
Colonel, A.G.D.,
The Adjutant General.

Encls.
SSN Off & EM by Sq

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Ex.

22 August 1945

SUBJECT: [illegible] of Officers and Enlisted Men.

TO WHOM: Commander-in-Chief, United States Army Forces, Pacific, APO 500.

[illegible], Commanding General, Army Air Forces, Washington, D.C.

1. Transmitted herewith papers covering the [illegible] of officers and enlisted men in the activation plan of the Philippine Army Air Corps [illegible] are not to be trained in the United States.

2. This is in connection with radio WAR 25207, dated 21 July 1945.

For the Chief of Staff.

LUIS R. [illegible],
Colonel, A. G. D.,
The Adjutant General.

Incls.
[illegible] & DM by Sq

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COMMONWEALTH OF THE PHILIPPINES
[illegible]
APO 501
OFFICE CHIEF OF AIR CORPS

SPECIFICATION SERIAL NUMBERS OF OFFICERS AND ENLISTED MEN NOT TO BE TRANSFERRED IN THE UNITED STATES

T/O & E 11-500		T/O & E 6-147		T/O & E 9-1-108	
Off. - 1	AM - 30	Off. - 5	AM - 49	Off. - 6	AM - 30
4113 - 1	040 - 6	3100 - 3	834 - 1	0110 - 1	021 - 4
	236 -16	0180 - 1	011 - 5	0310 - 1	000 - 4
	271 - 1	0400 - 2	315 - 5	7100 - 1	000 - 1
	627 - 1		000 - 4		400 -11
	000 - 3		890 - 1		
	390 - 1		073 - 7		
			027 - 8		
			611 -10		
			409 - 7		

T/O & E 11-587		T/O & E 10-437		(AT) T/O & E 10-517	
Off. - 8	AM - 8	Off. - 1	AM - 30	Off. - 6	AM - 30
4113 - 1	000 - 4	4113 - 1	390 -10	0000 - 8	040 -35
4400 - 1	390 - 8		030 - 8		000 - 8
	000 - 3		011 - 3		390 - 1
	400 -10		614 - 1		014 -21
	813 - 1		400 - 1		611 - 1
	390 - 3		033 -38		

AIR MATERIAL COMMAND -/O & E 1-1567		DEPOT SUPPLY STANDARD T/O & E 1-452		OVERHAUL & REPAIR STANDARD (2) T/O & E 1-137	
Off. - 7	AM - 37	Off. - 3	AM - 44	Off. - 7	AM - 40
0110 - 1	348 - 1	0110 - 1	007 - 1	0110 - 1	000 - 1
4400 - 1	092 - 1	3100 - 1	000 - 2	3100 - 1	000 - 8
	000 - 3	4113 - 1	400 -11	3113 - 1	021 - 4
	037 - 8		000 - 5	1040 - 1	011 - 1
	634 - 1		890 - 3	4113 - 1	400 -10
	007 - 1		634 - 1	9300 - 1	000 - 7
	055 - 8		000 - 3	9010 - 1	390 - 1
	400 -11		092 - 1		037 - 8
	021 - 4		638 -10		

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[redacted]		[redacted]		[redacted]	
[redacted]		[redacted]		[redacted]	
Off. - 1	E - 30	Off. - 3	E - 42	Off. - 8	E - 90
4113 - 1	348 - 8	3100 - 3	884 - 1	3110 - 1	884 - 4
	38E -16	3120 - 1	014 - 2	3810 - 1	000 - 4
	881 - 1	3448 - 2	348 - 8	3170 - 1	000 - 1
	884 - 1		000 - 4		409 -11
	000 - 8		890 - 1		
			878 - 7		
			887 - 2		
			838 -10		
			409 - 7		

[redacted]		[redacted]		[redacted]	
[redacted]		[redacted]		[redacted]	
Off. - 8	E - 90	Off. - 1	E - 30	Off. - 8	E - 90
1113 - 1	000 - 4	4413 - 1	890 -10	0000 - 8	348 -88
4400 - 1	880 - 8		000 - 2		000 - 2
	000 - 3		881 - 3		890 - 1
	409 -10		884 - 1		014--81
	013 - 1		409 - 1		884 - 1
	850 - 8		885 -83		

[redacted]		[redacted]		[redacted]	
[redacted]		[redacted]		[redacted]	
Off. - 8	E - 87	Off. - 3	E - 44	Off. - 7	E - 40
3110 - 1	345 - 1	3110 - 1	803 - 1	3110 - 1	000 - 1
4902 - 1	088 - 2	3100 - 1	000 - 8	3120 - 1	000 - 8
	000 - 3	4113 - 1	409 -11	3102 - 1	881 - 4
	887 - 2		000 - 3	3942 - 1	881 - 1
	884 - 1		890 - 2	4113 - 1	409 -10
	803 - 1		884 - 1	9800 - 1	802 - 8
	000 - 2		000 - 3	9810 - 1	000 - 1
	409 -11		878 - 1		887 - 3
	881 - 4		838 -10		

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COMMONWEALTH OF THE PHILIPPINES
ARMY HEADQUARTERS
APO 501
OFFICE CHIEF OF AIR CORPS

SPECIFICATION SERIAL NUMBERS OF OFFICERS AND ENLISTED MEN NOT TO BE TRAINED IN THE UNITED STATES

SIGNAL SERVICE DETACH. T/O & E 11-500		MEDICAL AIR EVACUATION TRANS. T/O & E 8-447		HEADQUARTERS BOMB GR (L) T/O & E 1-132	
Off. - 1	EM - 30	Off. - 5	EM - 42	Off. - 3	EM - 20
4113 - 1	345 - 6	3100 - 2	824 - 1	2110 - 1	521 - 4
	238 -18	2120 - 1	014 - 2	5310 - 1	060 - 4
	831 - 1	3449 - 2	345 - 8	3170 - 1	056 - 1
	824 - 1		060 - 4		405 -11
	060 - 3		590 - 1		
			673 - 7		
			657 - 2		
			825 -10		
			409 - 7		

SIGNAL COMPANY DEPOT T/O & E 11-287		QUARTERMASTER CO SERV GR: T/O & E 10-437		QUARTERMASTER TRUCK CO (AVN) T/O & E 10-517	
Off. - 2	EM - 29	Off. - 1	EM - 30	Off. - 2	EM - 90
4113 - 1	060 - 4	4410 - 1	590 -10	0600 - 2	345 -55
4400 - 1	590 - 8		060 - 2		060 - 2
	050 - 3		821 - 3		590 - 1
	405 -10		824 - 1		014--31
	213 - 1		405 - 1		824 - 1
	650 - 3		835 -33		

AIR MATERIAL SQUADRON T/O & E 1-458T		DEPOT SUPPLY SQUADRON T/O & E1-858		BOMBARDMENT SQUADRON (L) T/O & E 1-137	
Off. - 2	EM - 27	Off. - 3	EM - 44	Off. - 7	EM - 40
2110 - 1	345 - 1	2110 - 1	803 - 1	2110 - 1	050 - 1
4902 - 1	052 - 2	3100 - 1	055 - 2	2120 - 1	060 - 8
	060 - 3	4113 - 1	405 -11	3162 - 1	521 - 4
	037 - 2		060 - 3	1042 - 1	821 - 1
	824 - 1		590 - 2	4113 - 1	405 -19
	803 - 1		824 - 1	9300 - 1	502 - 3
	055 - 2		050 - 5	9610 - 1	650 - 1
	405 -11		275 - 1		237 - 3
	521 - 4		835 -18		

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COMMONWEALTH OF THE PHILIPPINES
ARMY HEADQUARTERS
APO 501
OFFICE CHIEF OF AIR CORPS

SPECIFICATION SERIAL NUMBERS OF OFFICERS AND ENLISTED MEN NOT TO BE TRAINED IN THE UNITED STATES

SIGNAL SERVICE DETACH. T/O & E 11-500		MEDICAL AIR EVACUATION TRANS. T/O & E 8-447		HEADQUARTERS BOMB GR (L) T/O & E 1-132	
Off. - 1	EM - 30	Off. - 5	EM - 42	Off. - 3	EM - 20
4113 - 1	345 - 8	3100 - 2	824 - 1	2110 - 1	521 - 4
	838 -18	2120 - 1	014 - 2	5310 - 1	060 - 4
	831 - 1	3449 - 2	345 - 8	3170 - 1	050 - 1
	824 - 1		060 - 4		405 -11
	060 - 3		590 - 1		
			373 - 7		
			657 - 2		
			825 -10		
			409 - 7		

SIGNAL COMPANY DEPOT T/O & E 11-287		QUARTERMASTER CO SERV GR T/O & E 10-437		QUARTERMASTER TRUCK CO (AVN) T/O & E 10-517	
Off. - 2	EM - 29	Off. - 1	EM - 50	Off. - 2	EM - 90
4113 - 1	060 - 4	4419 - 1	590 -10	0600 - 2	345 -55
4400 - 1	590 - 8		060 - 2		060 - 2
	050 - 3		821 - 3		590 - 1
	405 -10		824 - 1		014--31
	213 - 1		405 - 1		824 - 1
	650 - 3		835 -33		

AIR MATERIEL SQUADRON T/O & E 1-458T		DEPOT SUPPLY SQUADRON T/O & E1-858		BOMBARDMENT SQUADRON (L) T/O & E 1-137	
Off. - 2	EM - 37	Off. - 3	EM - 44	Off. - 7	EM - 40
2110 - 1	345 - 1	2110 - 1	803 - 1	2110 - 1	050 - 1
4902 - 1	052 - 2	3100 - 1	055 - 2	2120 - 1	060 - 8
	060 - 3	4113 - 1	405 -11	3162 - 1	521 - 4
	037 - 2		060 - 3	1042 - 1	821 - 1
	824 - 1		590 - 2	4113 - 1	405 -19
	803 - 1		824 - 1	9300 - 1	502 - 3
	055 - 2		050 - 5	9810 - 1	650 - 1
	405 -11		270 - 1		237 - 3
	521 - 4		838 -18		

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SPECIFICATION SERIAL NUMBERS OF OFFICERS AND ENLISTED MEN NOT TO BE TRANSFERRED IN THE UNITED STATES (CONTINUED)

Hq & Hq Sq AIR FORCE T/O & E 1-800-1S-RS		MILITARY POLICE CO. T/O & E 19-217		AIR ENGINEERING SQ T/O & E 1-457T	
Off. -29	EM -107	Off. - 4	EM - 90	Off. - 2	EM - 71
C/S Sec 1	052 - 1	9110 - 4	521 - 5	4823- 1	345 - 6
Sp Serv 1	502 -41		345 - 5	WO - 1	050 - 3
0030 - 1	212 - 1		060 - 2		014 - 7
8201 - 1	824 - 1		590 - 1		965 -21
0210 - 2	834 - 2		405 - 4		040 - 3
7314 - 2	050 - 4		877 -46		824 - 1
4015- 3	060 - 8		824 - 1		521 - 3
1179 - 2	055 -25		821 - 1		060 - 5
7010 - 2	123 - 1		014 - 3		803 - 1
4532 - 2	225- 1		055 - 1		055 - 4
3100 - 4	344 - 1		213 - 1		405 - 8
8103 - 1	405 - 4		378 -14		585 - 1
5310 - 1	521 - 7		778 - 1		242 - 1
Sq Hq- 3	595 - 3		848 - 1		915 - 2
2130 - 1	345 -13		911 - 1		095 - 3
4113 - 1			301 - 3		239 - 1
1042 - 1					835 - 1

Hq & BASE SERV SQ T/O & E 1-452T		ORDNANCE MAINT. DETACH. T/O & E 9-257		TROOP CARRIER SQUADRON T/O & E 1-317	
Off. -10	EM - 51	Off. - 2	EM -100	Off. - 6	EM - 82
8201 - 1	695 - 3	9911 - 1	044 - 1	3100 - 1	590 - 7
9401 - 1	345 - 2	2110 - 1	405 - 4	2110 - 1	050 - 1
2110 - 2	824 - 1		060 - 4	2120 - 1	060 -14
2120 - 1	521 - 4		521 -23	4113 - 1	590 - 5
3170 - 1	060 - 6		695 - 2	1042 - 1	857 - 2
3100 - 1	803 - 1		323 - 3	4000 - 1	833 - 6
2250 - 1	699 - 1		215 - 1		055 - 7
0600 - 1	522- 30		245 - 4		405 -15
4113 - 1	803 - 1		345 -13		050 - 3
	877 - 2		256 -10		237 - 2
			014 -35		

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Off. -[illegible]	[illegible] -107	Off. - 4	[illegible] - 30	Off. - 8	[illegible] - 71
[illegible]	038 - 1	9110 - 4	881 - 3	4010 - 1	348 - 6
[illegible]	302 -41		348 - 3	40 - 1	000 - 3
0000 - 1	818 - 1		000 - 8		014 - 7
0801 - 1	824 - 1		390 - 1		848 - 1
0810 - 8	834 - [illegible]		405 - 4		040 - 3
7314 - [illegible]	000 - 4		877 -40		824 - 1
4015 - 3	000 - 2		894 - 1		881 - 3
1179 - [illegible]	038 -25		881 - 1		000 - 3
7010 - [illegible]	103 - 1		014 - 3		803 - 1
4038 - [illegible]	890 - 1		038 - 1		000 - 4
8100 - 4	344 - 1		218 - 1		403 - 5
0103 - 1	405 - 4		370 -14		588 - 1
0810 - 1	881 - 7		770 - 1		848 - 1
[illegible] q- 3	000 - 3		040 - 1		915 - 3
2180 - 1	040 -13		811 - 1		000 - 3
4118 - 1			301 - 3		000 - 1
1042 - 1					838 - 1
[illegible] & RADIO SERV SQ		[illegible] & [illegible]		TRANS CARRIER & CARRIER	
[illegible]		[illegible]		[illegible]	
Off. -10	[illegible] - 31	Off. - 8	[illegible] -100	Off. - 6	[illegible] - 62
0401 - 1	838 - 3	9911 - 1	044 - 1	0100 - 1	890 - 7
0401 - 1	840 - 2	8110 - 1	400 - 4	8110 - 1	000 - 1
8110 - 2	824 - 1		000 - 4	8120 - 1	000 -14
8120 - 1	821 - 4		871 -38	4118 - 1	890 - 5
8170 - 1	000 - 6		890 - 2	1042 - 1	897 - 2
8100 - 1	303 - 1		303 - 7	4000 - 1	000 - 6
8200 - 1	899 - 1		218 - 1		000 - 7
0000 - 1	822 - 30		240 - 4		403 -10
4113 - 1	803 - 1		348 -13		000 - 3
	877 - 2		000 -10		837 - 2
			014 -30		

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SPECIFICATION SERIAL NUMBERS OF OFFICERS AND ENLISTED MEN NOT TO BE TRAINED IN THE UNITED STATES (CONTINUED)

Hq & Hq Sq AIR FORCE T/O & E 1-800-1S-RS		MILITARY POLICE CO. T/O & E 19-217		AIR ENGINEERING Sq T/O & E 1-457T	
Off. -29	EM -107	Off. - 4	EM - 90	Off. - 2	EM - 71
C/S Sec 1	052 - 1	9110 - 4	521 - 5	4823- 1	345 - 6
Sp Serv 1	502 -41		345 - 5	WO - 1	050 - 3
0030 - 1	212 - 1		060 - 2		014 - 7
6201 - 1	824 - 1		590 - 1		965 -21
0210 - 2	534 - 2		405 - 4		040 - 3
7314 - 2	060 - 4		372 -48		824 - 1
4015- 3	060 - 2		824 - 1		521 - 3
1179 - 2	050 -25		521 - 1		060 - 5
7010 - 2	123 - 1		014 - 3		803 - 1
4532 - 2	225- 1		055 - 1		055 - 4
3100 - 4	344 - 1		213 - 1		405 - 8
8103 - 1	405 - 4		378 -14		585 - 1
5310 - 1	521 - 7		776 - 1		242 - 1
Sc Hq- 3	695 - 3		048 - 1		915 - 2
2130 - 1	345 -13		511 - 1		095 - 3
4113 - 1			301 - 3		239 - 1
1042 - 1					835 - 1

Hq & Base Serv Sq T/O & E 1-452T		ORDNANCE MAINT. DETACH. T/O & E 9-257		TROOP CARRIER SQUADRON T/O & E 1-317	
Off. -10	EM - 51	Off. - 2	EM -100	Off. - 6	EM - 62
6201 - 1	695 - 3	9911 - 1	044 - 1	3100 - 1	590 - 7
9401 - 1	345 - 2	2110 - 1	405 - 4	2110 - 1	050 - 1
2110 - 2	824 - 1		060 - 4	2120 - 1	060 -14
2120 - 1	521 - 4		521 -23	4113 - 1	590 - 5
3170 - 1	060 - 6		695 - 2	1042 - 1	657 - 2
3100 - 1	303 - 1		303 - 3	4000 - 1	833 - 6
2260 - 1	699 - 1		213 - 1		055 - 7
0600 - 1	522- 30		240 - 4		405 -15
4113 - 1	803 - 1		343 -13		850 - 3
	677 - 2		303 -10		237 - 2
			014 -35		

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Off. -10 / 3100 - 3 3600 - 1 3610 - 1 4003 - 1 4400 - 1 4113 - 1 6110 - 1	021 - 6 045 - 5 060 - 3 064 - 1 087 - 2 093 - 1 070 - 1 086 - 1 405 - 5	2110 - 1 4113 - 1 3100 - 1 1044 - 1 4902 - 1 9300 - 1

Off. - 3	001 -17 060 - 2 021 - 1	6100 - 1 6110 - 2 4902 - 1

3110 - 1 3901 - 2 3170 - 1 3100 - 1 3120 - 3 3610 - 1 4530 - 1	066 -12 040 - 6 021 - 9 064 - 1 050 - 2 405 - 6	2160 - 3

Off. -10 / 3110 - 1 6110 - 2 4902 - 1	066 -12 405 -10 630 - 3 021 - 1 060 - 2 050 - 5 064 - 1 073 - 1 001 - 1 066 - 6 070 - 2 002 - 4 010 - 2 040 - 1 020 - 4

Off. -08 / 6160 - 8 6000 - 1 3110 - 1 4113 - 1 0402 - 1 9300 - 3 1033 - 4 6003 - 8 8210 - 1 9015 - 1	021 - 7 066 - 6 020 - 8 064 - 1 060 - 7 064 - 1 050 - 4 001 -10

Off. - None / 813 -22

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SPECIFICATION SERIAL NUMBER OF OFFICERS AND ENLISTED MEN NOT TO BE TRAINED IN THE UNITED STATES (CONTINUED)

Hq FIGHTER GROUP (SE) T/O & E 1-12		FIGHTER GROUP (SE) T/O & E 1-27		DEPOT REPAIR SQUADRON T/O & E 1-857	
Off. -10	EM - 25	Off. - 6	EM - 45	Off. - 4	EM - 78
3100 - 3	521 - 6	2110 - 1	521 - 9	3100 - 1	055 -19
9300 - 2	345 - 5	4113 - 1	050 - 2	2110 - 2	405 -19
5310 - 1	060 - 3	3100 - 1	144 - 1	4902 - 1	635 - 3
4903 - 1	056 - 1	1042 - 1	060 - 9		881 - 1
6402 - 1	237 - 2	4902 - 1	475 -16		060 - 8
4113 - 1	213 - 1	9300 - 1	650 - 3		521 - 5
2110 - 1	070 - 1		238 - 1		050 - 6
	826 - 1		824 - 1		673 - 1
	405 - 5		673 - 2		881 - 1
			566 - 1		566 - 2
					070 - 2
					502 - 4
					213 - 2
					365 - 1
					826 - 4

H & Hq Sq AIR DEPOT GP T/O & E 1-852		STATISTICAL CONTROL UNIT T/O & E 1-7975		Hq & Hq Sq COMPOSITE WING T/O & E 1-110-1	
Off. -10	EM - 36	Off. - 3	EM - 20	Off. -23	EM - 46
2110 - 1	055 -12	2120 - 3	501 -17	2120 - 8	521 - 7
6201 - 2	060 - 6		060 - 2	5000 - 1	695 - 8
3170 - 1	521 - 9		521 - 1	2110 - 1	929 - 8
3100 - 1	824 - 1			4113 - 1	824 - 1
2120 - 3	050 - 2			6402 - 1	060 - 7
5310 - 1	405 - 6			9300 - 3	534 - 1
4532 - 1				1036 - 4	056 - 4
				8503 - 2	501 -10
				8219 - 1	
				9915 - 1	

ORDNANCE DEPOT PLAT. T/O & E 9-57	
Off. - None	EM - 22
	813 -22

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SPECIFICATION SHOWING NUMBERS OF OFFICERS AND ENLISTED MEN NOT TO BE EXCEEDED IN THE UNITED STATES (CONTINUED)

Hq FIGHTER GROUP (SE) T/O & E 1-12		FIGHTER GROUP (SE) T/O & E 1-27		DEPOT REPAIR SQUADRON T/O & E 1-857	
Off. -10	EM - 25	Off. - 6	EM - 45	Off. - 4	EM - 78
3100 - 3	321 - 6	2110 - 1	571 - 2	3100 - 1	055 -19
9300 - 2	348 - 6	4113 - 1	050 - 2	2110 - 2	405 -19
5310 - 1	060 - 3	3100 - 1	124 - 1	4903 - 1	835 - 3
4903 - 1	056 - 1	1042 - 1	060 - 9		821 - 1
6402 - 1	237 - 2	4902 - 1	405 -16		060 - 8
4113 - 1	263 - 1	9300 - 1	650 - 3		521 - 5
2110 - 1	070 - 1		238 - 1		050 - 6
	826 - 1		824 - 1		673 - 1
	405 - 5		673 - 2		861 - 1
			566 - 1		566 - 2
					070 - 2
					502 - 4
					213 - 2
					585 - 1
					826 - 4

Hq & Hq Sq AIR DEPOT GP T/O & E 1-852		STATISTICAL CONTROL UNIT T/O & E 1-7975		Hq & Hq Sq COMPOSITE WING T/O & E 1-110-1	
Off. -10	EM - 30	Off. - 3	EM - 20	Off. -23	EM - 48
2110 - 1	055 -12	2120 - 3	501 -17	2120 - 8	521 - 7
6201 - 2	060 - 5		060 - 2	5000 - 1	695 - 8
3170 - 1	521 - 9		521 - 1	2110 - 1	929 - 8
3100 - 1	824 - 1			4113 - 1	824 - 1
2120 - 3	050 - 2			6402 - 1	060 - 7
5310 - 1	405 - 6			9300 - 3	534 - 1
4532 - 1				1000 - 4	050 - 4
				8500 - 2	501 -10
				8219 - 1	
				9915 - 1	

ORDNANCE DEPOT PLAT. T/O & E 9-57	
Off. - None	EM - 22
	813 -22

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SAVE

IN REPLY REFER TO:

HEADQUARTERS, ARMY AIR FORCES
WASHINGTON

FOR VICTORY BUY UNITED STATES WAR BONDS AND STAMPS

AFACT-2
15 August 1945

Go ahead Wacke.
Go ahead at once.
CAC

MEMORANDUM FOR GENERAL CALDWELL:

SUBJECT: Philippine Air Force

1. The attached plan for establishing and activating the subject Air Force has been examined in the light of recent developments, and it has been determined that we can commence the training required to produce the individuals to form the Philippine Air Force at any time. The only limitation is the possible lack of ability of the students to speak English. Prior to commencing training it will be necessary to bring the students up to minimum proficiency in Technical English to allow them to assimilate the instruction given. This can be accomplished in the Training Command.

2. The Philippine Army totaling 158,801 is distributed as follows: 6,287 for AAF type units; 84,838 for AGF type units, 60,676 for ASF type units; 7,000 for Philippine overhead. It would appear that the percentage of the total personnel assigned to the PAF is quite low in comparison with allocations for the other Army activities.

3. Major Jesus A. Villamor, who is an AUS officer now attached to the Philippine Embassy in Washington, presented a plan for a Philippine Air Force to President Osmenos at San Francisco at the time of the United Nations Conference. This plan called for two groups of fighters (three squadrons each). With a primarily defensive mission, two groups of P-47's would appear more likely to fill the bill in a dual role of fighters, fighter-bombers, than would a split force of three fighter squadrons and three light bomber squadrons, as suggested in the attached plan.

4. To date, 142 former pilots of the Philippine Air Force, varying in experience from 2,000 hours to as low as 150 hours' flying time, have arrived in the United States for retraining. These officers had received their flying training before the war in the United States. It is assumed there will be between 15 or 20 eliminations from this group. With a total of 292 pilots to be trained in the ZI, this will necessitate approximately another 170 pilot trainees to be sent to the U. S. for training. The Office of the Air Surgeon is sending a representative to Manila to screen and classify Philippine personnel qualified for pilot training who will be sent to this country for training.

ADDRESS REPLY TO: COMMANDING GENERAL, ARMY AIR FORCES, WASHINGTON 25, D. C.

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Memo for General Caldwell - Subject: Philippine AF - 15 August 1945

5. There is appended to the attached plan, a breakdown by SSN of officers and enlisted men necessary to man the proposed PAF. It will be necessary to send this list to General MacArthur's headquarters with a request that he dispatch to this country all individuals on this list requiring training in the United States. This appears to be a job for AC/AS-1.

6. The actual activation of the PAF is a job for either the Organization Division or Commitments Division of AC/AS-3.

7. This office will prepare the necessary R&R's to carry out the plan, but it was deemed advisable to bring the information contained herein to your attention in order that you might indicate any additional action or changes prior to the preparation of final correspondence.

Stephen B. Mack.

STEPHEN B. MACK
Colonel, A. C.
Chief, Flying Training Branch

1 Attach
Plan

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IN REPLY REFER TO:

HEADQUARTERS, ARMY AIR FORCES
WASHINGTON

FOR VICTORY BUY UNITED STATES WAR BONDS AND STAMPS

13 August 1945

MEMORANDUM FOR COLONEL MACK:

SUBJECT: Activation and Structure of the Philippine Air Force.

1. The attached approved plan for the Philippine Army, including the Philippine Air Force was submitted to, and as requested by the War Department, by General MacArthur's Headquarters. The Philippine Army totalling 158,801 is distributed as follows: 6,287 for AAF type units; 84,838 for AGF type units; 60,676 for ASF type units and 7,000 for Philippine Army overhead. The combat Air Forces includes three (3) bomb squadrons and three (3) fighter squadrons. In this plan it is the responsibility of the AAF to train 292 pilots and 231 technical officers, and 3701 enlisted personnel of crew and technical categories. This plan, submitted by General MacArthur's Headquarters, apparently has not been coordinated with the Philippine Embassy in Washington, or with Major Jesus A. Villamor, who is an AUS officer assigned to the Embassy. Attached herewith is also a study which is rather extensive and which Major Villamor developed and presented to President Osmenos at San Francisco at the time of the United Nations conference. Major Villamor's study is very complete and I feel, more adequately represents the Philippine Air Force requirement than the study from CG, FEAF. Major Villamor proposes ~~that~~ two (2) fighter groups of three (3) squadrons each, with 18 planes to a squadron. He feels that this is the maximum the Philippine Air Force can support and leaves the bombardment defense of the Philippines, a responsibility of the AAF or other Allied Forces.

2. To date, 142 former pilots of the Philippine Air Force, varying in experience from 2,000 hours to as low as 150 hours' flying time, have arrived in the United States for retraining. These officers had received their flying training before the war in the United States. It is assumed there will be between 15 or 20 eliminations from this group. With a total of 292 pilots to be trained in the ZI, this will necessitate approximately another 170 pilot trainees to be sent to the U.S. for training. The Office of the Air Surgeon is sending a representative to Manilla to screen and classify Philippine personnel qualified for pilot training who will be sent to this country for training.

3. It is desired to point out that the plan as submitted by CG, FEAF proposes 3 bombardment squadrons, however, no reference is made to the training of the bombardiers, navigators, or other necessary aircrew personnel.

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4. Efforts of this office through Lt. Colonel McConnell, Southwest Pacific Division, OPD, to receive from the theater any type of aircraft the Philippine officers now undergoing training should receive their training on, have been unanswered. Major Villamor's study proposes the utilization of P-51 aircraft from the standpoint of economy, operation, and maintenance. A decision should be made as soon as possible, type of CCTS training these Philippine officers should receive. To date, advanced training is being broken down to 50% advanced single-engine and 50% advanced twin-engine, as required in the study approved by AC/AS, Plans. It is the opinion of the undersigned that Major Villamor's study more closely approximates an Air Force study and a Philippine Air Force requirement than the presently approved plan as forwarded this office by AC/AS, Plans. Sufficient facilities for training the 292 pilots are available. It appears the majority of action necessary will be the training of 3701 enlisted crew and technician personnel.

A. P. FONDA
Lt. Colonel, Air Corps
Chief, Pilot Section

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REQUIREMENTS FOR PROPOSED PHILIPPINE AIR FORCE TRAINING PROGRAM

(Based on Work-loads Submitted by Assistant Chief of Air Staff-3, Training Division, 20 July 1945)

Month	Assuming Trainees are Handled					
	As Additional Load on Established Schools			At a Special Installation		
	Officers	Other*	Total	Officers	Other*	Total
First	75	1,050	1,125	403	3,835	4,238
Second	75	1,050	1,125	403	3,835	4,238
Third	183	2,642	2,825	511	5,427	5,938
Fourth	167	2,378	2,545	495	5,163	5,658
Fifth	157	2,235	2,392	485	5,020	5,505
Sixth	122	1,638	1,760	450	4,423	4,873
Seventh	105	1,287	1,392	433	4,072	4,505
Eighth	92	1,128	1,220	347	3,049	3,396
Ninth	88	1,071	1,159	343	2,992	3,335
Tenth	84	1,027	1,111	239	1,948	2,187
Eleventh	72	866	938	227	1,787	2,014
Twelfth	72	866	938	227	1,787	2,014
Thirteenth	72	866	938	227	1,787	2,014
Fourteenth	72	866	938	227	1,787	2,014

*Includes enlisted and civilian personnel.

AC/AS-1, Manpower Div.
15 August 1945.

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TO THE ARCHIVES
HISTORICAL

A STUDY
TO DETERMINE THE MINIMUM AIR POWER
THE UNITED STATES SHOULD HAVE
AT THE CONCLUSION OF THE WAR IN EUROPE

By

Plans Division
Air Staff

[redacted]

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ADDRESS REPLY TO
COMMANDING GENERAL, ARMY AIR FORCES
WASHINGTON, D. C.

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON, D. C.

14 July 1943

MEMORANDUM FOR GENERAL KUTER:

Subject: A Study to Determine the Minimum Air Power the United States Should Have at the Conclusion of the War in Europe.

The subject study, attached, is suggested as a counter irritant for the cure of insomnia, in case you should require it.

[redacted], you directed me to bring this study to date, and to furnish 4 copy to Colonel Davison.

You have also indicated that you desire me to send a copy to General Frank in response to an R&R from General Stratemeyer.

Will distribute these copies immediately upon your authorization, after examining the document to such extent as you desire.

A. WILLIAMSON,
Colonel, A. C.

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PLANS DIVISION

AIR STAFF

July 1943

A STUDY

TO DETERMINE THE ANNUAL AIR POWER THE UNITED STATES SHOULD HAVE AT THE CONCLUSION OF THE WAR IN EUROPE

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A STUDY
TO DETERMINE THE AIR POWER THE UNITED STATES
SHOULD HAVE AT THE CONCLUSION OF THE WAR IN EUROPE

SUMMARY

1. Problem: To arrive at minimum desired U. S. air power "When an armistice is signed."

Discussion:

2. The armistice with Germany selected as fixing target date.

3. National objectives as criteria of military strength.

4. Reference to Tab "A" - quotations from authoritative sources.

5. Summary of national objectives bearing on problem.

6. U. S. air strength required to win European War.

7. Probable situation in Europe following armistice.

8. Air Force required to win the Peace.

9. and 10. To control controversial areas in Europe and adjacent regions.

11. Requirements in Western Hemisphere.

12. To support our international security force policy.

13. To facilitate establishment of post-war air commerce.

14. Resume of requirements.

15. Period of maximum requirements.

16. Determining Factors.

17. Enemy and Allied Air Strengths.

18. Basis of Comparison.

19. Computation of Desired U. S. Air Strength on the Basis of Requirements to Win the War.

20. Allocation between A.A.F. and Navy.

21. Meeting United Nations Post-European Armistice Requirements.

22. Implications in A.A.F. Inventory Strength.

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23. Breakdown of proposed U.S.A.A.F. Ultimate Strength.

24. Comparison with Air Arms of Allies.

25. Limiting Factors.

26. Lend-Lease Allocations.

Conclusions and Recommendations:

27. That when an armistice is signed signifying the defeat of Germany, the air components of the armed forces of the United States should be at approximately the following strengths, in total inventory of tactical aircraft:

a. Army Air Forces - 45,900. The relative composition, by types, is indicated in paragraph 23.

b. Naval Air Forces - not exceeding 31,447.

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A STUDY
TO DETERMINE THE MINIMUM AIR POWER THE UNITED STATES
SHOULD HAVE AT THE CONCLUSION OF THE WAR IN EUROPE

1. Statement of Problem:

"Prepare a secret study very definitely arriving at the minimum air power this country should have in being when an armistice is signed."

Discussion:

2. The Armistice. Neither the present world conflict, nor United States participation therein, will likely be concluded by a single armistice. Japan is not so related to the European Axis that the defeat of either may be expected to force, or induce, the immediate capitulation of the other. And it is entirely possible that an armistice between the United Nations and one or more of the Axis satellite nations may precede, for a substantial period of time, the collapse of German resistance. The United Nations strategy is directed toward a defeat of the European Axis and Japan in the order named. This paper will therefore attempt to reach a logically supported conclusion as to what the strength of the United States Air Forces should be when Germany signs an armistice. That point will probably mark the peak of our deployed air strength. Production requirements will have begun a precipitous decline, which must be anticipated.

3. Criteria. In a Democracy military forces are justified only to the extent they are necessary to accomplish national

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objectives, and to enforce national policies. A determination of the desired ultimate strength of our air arm therefore hinges upon a discovery and appreciation of our national objectives related in point of time to (1) the signing of the German armistice, and (2) the immediately succeeding period of treaty conferences, and European post-war readjustments. The latter will probably proceed concurrently with the final phase of the war with Japan, unless unforeseen developments alter our present over-all strategic program.

4. Reference to Tab "A." In Tab "A" are gathered pertinent extracts from authoritative utterances of the President and Secretary of State, and senatorial comment, relative to our national objectives, the accomplishment of which will be involved at the time of the armistice terminating the war in Europe, and during the formulation of treaties governing post-war reorganization.

5. Our National Objectives. On the basis of such official statements as those quoted in Tab "A", our national objectives are understood to include:

(a) Defeat of the Axis powers.

(b) Avoidance of chaos in Europe.

(c) Restoration of sovereign rights and self-government to those who have been forcibly deprived of them.

(d) Establishment of Western Hemisphere solidarity, and security, under United States leadership.

(e) Insurance of permanent world peace, and a stabilized world economy; to be achieved by use of an international military force.

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(f) Accomplishment of an orderly transition of the industrial organization of the United States, and of the world, from a war-time to a peace-time basis. This process should be initiated to the extent necessary to absorb surplus war production and military personnel (if any), as soon as the collapse of European Axis resistance can be recognized as definitely under way, and should proceed concurrently with the prosecution of the final phase of the war in Asia.

6. To Win the War.

(a) In Europe. A prerequisite to the attainment of any of these objectives is the winning of the European war. The United Nations situation on the Russian Front is, and must remain, in the hands of Russia, with such logistic aid as the United States and the British Empire are able to extend. Concurrently with the prosecution of the war on that front - and regardless of its outcome - the task of the democracies is to defeat Germany by offensive action from the West and/or South. It is axiomatic that a successful offensive requires superior fire power. Our ground forces will be more or less dispersed around the borders of Europe. Our trans-oceanic lines of supply will continue to be long, and harrassed by Axis submarines. Barring a crushing defeat at the hands of Russia, and neglecting for the moment the probable effects of a powerful, sustained, air offensive against Central Europe, it is apparent that Germany and her satellites will be able to meet our invading ground forces with more than numerical equality - plus the advantages of

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a well prepared interior position, with closely knit lines of communication. In this situation our only reasonable possibility of success lies in attaining and maintaining an overwhelming superiority in the air. The greater that superiority, and the scope and intensity of its fire, the more quickly will victory be won, and the less our ultimate expenditures in human life and economic resources. On a relatively small scale, and without involving the ability of our air arm to strike directly at the vital sources of Axis military strength, recent North African campaigns have demonstrated the effect of definite air superiority. To insure a European victory within a reasonable time the United Nations should have, in operational combat aircraft deployed on each active front in the European theaters, a ratio of at least three to one over the air forces of the European Axis with which we will be confronted. In view of the necessity of our maintaining garrison air forces in the Western Hemisphere, and in such relatively inactive sectors as Iceland, French Morocco and the Middle East, and of our requirement for a powerful strategic air force operating against the vital industrial centers of Germany irrespective of any "front," the United Nations should have an over-all superiority of not less than four to one over the Axis, in deployed unit equipment strategic and tactical aircraft.

(b) Against Japan. Concurrently with our operations for the defeat of the European Axis, our global strategy requires that we maintain constant pressure against Japan by limited offensive

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air operations on the Asiatic mainland, and in the Northern, Central, South and Southwest Pacific areas, and intensified action against her lines of communication. To maintain the over-all initiative, we must have numerical air superiority in all active sectors, and must have adequate air defensive garrisons at numerous widely separated naval, ground and air bases, continental and insular, around the vast perimeter of the Japanese occupied Pacific-Asiatic area, and for the protection of our vital bases in the Pacific without that area. To accomplish these purposes, notwithstanding the great advantage in mobility and supply afforded to Japan by her interior position and well developed chains of air bases, we should have an over-all superiority over Japan of not less than three to one in deployed unit equipment combat aircraft. Only by so doing may we successfully conduct limited offensive operations in sectors of our own choosing, and adequately protect the remaining critical areas.

7. Probable Post Armistice Situation in Europe. Conditions are ripe for unprecedented chaos to sweep over Axis occupied Europe, centering in Germany, upon the collapse of the German military power. Unless Great Britain and the United States are in position to join her in doing so, Russia may have sufficient provocation to alone occupy and assume control of not only all of Germany, but all of Central and Eastern Europe now under Axis domination. Thereafter she might be disposed to amend her recently

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announced intentions as to territorial expansion. We do not know by what national policies or objectives she may be guided. She has not taken us into her confidence. Having been afforded the least possible information as to her current operations, her present capabilities or her future plans, we have no assurance that she will even participate in our peace negotiations with the Axis powers - in which negotiations the United Nations (with or without Russian cooperation) will doubtless invite the Axis conquered states to participate.

8. To Win the Peace. To implement its policies, and lend convincing force to its arguments, the United States should be in the strongest practicable military position at the time of the armistice with Germany, and during the period of treaty negotiations. A record of past industrial usefulness (measured by contributions of weapons and supplies) will entitle us to the kindly consideration of our allies, but will no more command attention to our points of view than it has currently won the confidence of Russia. As between the Allied Nations the weight of our counsel will depend upon:

(1) The extent to which we have contributed, by combat, to the victory.

(2) The current strength and mobility of our armed forces.

(3) The extent to which we at the time share in the military control of areas lately under Axis domination, or

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key bases for future military control of the world, the disposition of which will be under consideration.

(4) Our probable future economic usefulness, and military and naval power.

9. For the Control of Controversial Areas. Russia will likely have borne the brunt of land warfare, will have suffered most, and - if she is able and disposed to continue in the European War to its end - she will probably have conquered most, geographically. She may have a huge victorious army in central Europe. British Empire ground forces will probably predominate in the army of occupation of Western Europe. Shipping limitations and our preoccupation in the Pacific will prevent our supporting a large land army in Europe, or dispersed in North African or Mediterranean areas. With available shipping we can, however, support relatively powerful air forces in Atlantic, European, North African and Mediterranean areas. An air force, supported by limited ground troops for security of its bases and supply lines, can, like artillery, but with vastly greater range, control large areas without physically occupying them. Its capabilities for massing heavy concentrations of fire, and the range of its threat, will depend upon its strength in heavy bombardment units.

10. U. S. Air Arm Post Armistice Requirements in Europe and Adjacent Areas. For the reasons above indicated, the United States should plan not only to furnish a majority of the forces for the air

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offensive operations which will contribute to the ultimate defeat of the European Axis, but should be prepared, at the time of the German armistice, to furnish a major portion of the air component of the armed forces of the United Nations which will occupy or patrol and control, during the peace negotiations, all of the Axis countries, do such policing as is necessary in critical and adjacent regions lately under Axis occupation, and hold possession of outlying controversial areas. Its air arm should be characterized by a preponderance of heavy bombardment, with adequate range. By preponderant offensive air strength we should off-set the probably preponderant ground forces of Russia and England in position to influence the situation in Europe. For the purpose of minimizing her own blood-letting, Germany may, toward the end, do what she can to favor a conquest and occupation from the West, as a means of restricting Russian occupation. By adequate air forces in Europe we must be in position to share largely in the exploitation of such an opportunity, and with the aid of our allies, to create the opportunity with or without Axis assistance.

11. Requirements in Western Hemisphere. In support of our policy for Western Hemisphere solidarity and security, it will be desirable that during the period of European peace negotiations the United States, as leader of the Western Hemisphere group of nations, be in possession of and controlling by mobile air forces, as many key bases as practicable on islands in the Atlantic and Caribbean areas, and on adjacent continental shores.

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12. To Support Our International Security Force Policy. If and when an international military force is established, we must be in position to immediately contribute substantially to manning and equipping it. The extent of our influence in its administration and employment will probably be in direct proportion to our military investment therein. To be effective, within reasonable bounds as to aggregate strength, this International Security Force must be highly mobile. To be highly mobile it must be predominantly an air force, with sufficient Army and Navy surface forces to provide local security and logistic support for international bases, and to temporarily garrison recalcitrant areas. Its principal offensive weapon will be the heavy bomber, of medium (present "long range") and long range. At the outset it is believed desirable that we be in position to provide approximately 50% of the aggregate air component of the international force for Europe and the Western Hemisphere; and to proceed, meanwhile, with operations for the defeat of Japan, with less than equal participation by Great Britain and her dominions. There is no assurance, or present indication, of Russian participation against Japan. If she does participate voluntarily, it will probably be after the defeat of Germany and only when Japan is near the point of collapse, or it appears that we and our allies will, unless assisted, be forced to withdraw from the field, short of victory, leaving Japan so powerfully entrenched as to be in position to dominate Eastern Asia. Our air

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forces required for the purposes stated in paragraphs 8 to 11, inc., above, will become available to serve our purposes in the establishment of an international armed force; first in the Western Hemisphere and Europe - in Asia and the Pacific after our defeat of Japan.

13. To Facilitate Establishment of Post-War Air Commerce. In the control of world trade, following this World War, air transportation will supplement, and to a substantial degree compete with, merchant shipping. It has been the traditional, but poorly maintained, policy of the United States to provide American transportation for distribution of its surplus commodities, throughout the world. Lately a policy to emphasize inter-American trade has been indicated. For these purposes, immediately following the defeat of Germany, the United States will desire to rapidly expand its commercial air transport services, throughout the Western Hemisphere and to Europe and Africa, and to increase its military transport services to the Far East and Pacific Areas. To this end no means is more appropriate than having, at the conclusion of the European war, a large air force, particularly strong in long range bombardment and air transport equipment. Suitably trained pilots, navigators, maintenance, communications and administrative personnel will be available for gradual absorption in commercial activities; also surplus military airplanes suitable for conversion to commercial cargo and transport aircraft. Manufacturing plants not

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required to provide replacements in the Pacific will be suitably equipped and experienced to support the rapidly expanding air lines.

14. Resume of Requirements. Our ultimate air strength should be sufficient:

a. Prior to the European Armistice:

(1) With the aid of our Allies, to achieve and maintain overwhelming air superiority over the Axis in Europe, in strategic offensive action (requiring a minimum of four to one superiority, in deployed unit equipment tactical aircraft); and

(2) With the aid of our Allies (less extensive than may be expected in Europe) to maintain the initiative in strategic defensive action against Japan in the Pacific; undertaking to maintain sufficiently intensive action to prevent an increase in Japanese air strength, protecting and improving our lines of communication, and preparing the way for an all-out attack directly at the heart of Japan (requiring a minimum of three to one superiority over Japan in deployed unit equipment tactical aircraft).

b. After the European Armistice:

(1) To meet the U.S. Air Force requirements stated in paragraphs 8 to 13, inc., i.e.:

(a) To win the Peace Conferences.

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(b) For the control of controversial areas pending the final European Peace Treaty.

(c) For the occupation and policing of Axis areas.

(d) To hold key bases in the Western Hemisphere.

(e) To support an International Security Force, if and when established.

(f) To facilitate the establishment of the U.S. in a leading position in post-war Air Commerce.

(2) To conduct an air offensive in overwhelming force against the heart of Japan, and her out-lying strategic positions; and with the aid of our Allies, and our own naval and ground forces, to defeat Japan.

15. Period of Maximum Requirements. It is apparent that our air forces should be at peak strength at the time of the occurrence of the European armistice, and for an indeterminate period thereafter, pending the peace negotiations. Our production requirements, on the other hand, from the point when the collapse of Axis resistance begins, will rapidly and progressively diminish to the level required to maintain our offensively engaged air forces in the Pacific, and our relatively inactive air forces in Europe, Africa and the Western Hemisphere. At this juncture we should begin the transition from military to civilian aircraft production, which

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will be vital to the preservation of our national economic welfare.

16. Determining Factors. The analysis made in paragraph 14, particularly its reference to our requirements for "winning the peace" treated in paragraphs 8, 9, 10 and 11, indicates that in determining a minimum requirement for our deployed air strength, at its peak, consideration must be given first to the present and probable future strengths of the air forces of the European Axis, and of Japan, respectively; then to the prospective positions of our principal allies, as to air power, at the time of the European armistice.

17. Enemy and Allied Air Strengths. Data with reference to European Axis and Japanese tactical aircraft strength are shown in Tab "B." Best available information as to present and probable future air strengths of our allies having substantial air arms, is shown as Tab "C."

18. Basis of Comparison. A nation's effective air power is expressed numerically by the number of adequately supported combat aircraft, of suitable types, which it is prepared to throw against its enemies. That means operational aircraft, suitably balanced as to types, assigned to fully trained units, deployed or available for deployment where the enemy is to be found. Comparisons will be made on that basis, therefore, to determine the number of unit equipment aircraft which we should have operationally employed, or available for employment, at the time of the European armistice.

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That strength determined, we will consider its implications as to our aggregate inventory requirements. U. S. aircraft production should have reached its maximum by or about the end of 1943. Allied air strength should be stabilized by January 1, 1945. Estimates indicate that the aggregate enemy air strength will not increase thereafter. Hence that date is selected for purposes of comparison.

19. Computation of Desired U. S. Air Strength on the Basis of Requirements to Win the War (See Par. 6).

a. In the planned strength and distribution of British R.A.F. tactical aircraft as of January 1, 1944, furnished General Arnold by Air Chief Marshal Portal in November 1942, a total inventory of 24,761 tactical airplanes was shown, of which 8,138, roughly one-third, were allocated to operational tactical squadrons. In view of the extent to which British resources, production, and major air operations are concentrated in and around the British Isles, and of our own experience, it is believed that neither the Fleet Air Arm, the R.C.A.F., the R.A.A.F., nor the U.S.S.R., can maintain a higher percentage of tactical airplanes in operational squadrons. Hence, in the following computation, approximately one-third of the R.A.F., R.C.A.F., R.A.A.F., and U.S.S.R. estimated inventory strengths as of January 1, 1945, are considered allocated to operational squadrons as unit equipment.

b. Of the R.A.F. and Fleet Air Arm, a substantial proportion are known to be "frozen" for the defense of the British

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Isles. These will not be available for offensive operations, in an invasion of Continental Europe, until victory has been assured. The remaining airplanes of the British Fleet Air Arm could be offensively employed only within the limitations of carrier-borne aircraft, principally in the Pacific. The U. S. desired strength hereunder computed will therefore be very conservative.

c. As indicated by the G-2 estimate, Tab "B," the six Axis satellite states, considered separately, have air forces of inconsequential strength. It is improbable that they can be or will be effectively integrated with the German and Italian air forces, for use outside the borders of the several satellite countries. They are therefore not considered in the following calculation.

d. On the basis of Tabs "B" and "C," interpreted as above stated, the following computation is derived:

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COMPARISON OF AXIS AND UNITED NATIONS OPERATIONAL TACTICAL UNIT EQUIPMENT AIRCRAFT STRENGTH, AND RESULTANT U. S. REQUIREMENTS, AS OF JANUARY 1, 1945.

German	5400	
Italian	1370	
Total effective European Axis	6770	
	4	
	27,080	
United Nations minimum requirement, to maintain 4 to 1 over-all superiority (to insure a 3 to 1 numerical superiority on vital fronts)		27,080
Japanese	4485	
	3	
	13,455	
United Nations minimum requirement, to maintain 3 to 1 over-all ratio (to insure a numerical superiority on vital fronts)		13,455
Total United Nations requirement		40,535
Estimated R.A.F.	10,372	
R.N. Fleet Air Arm	2,680	
R.C.A.F.	832	
R.A.A.F.	679	
Total British Empire	14,563	
Estimated U.S.S.R. (less an estimated 1133 "frozen" in Siberia)	3,000	
	17,563	
Resultant U.S. requirement, to furnish minimum desired United Nations strength in "front line" unit equipment aircraft	22,972	- (Hereafter treated as 22,950)
	40,535	

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20. Allocation Between A.A.F. and Navy. The 22,950 U.E. strategical and tactical airplanes required to be provided by the United States are for offensive operations to be conducted from bases in the U.K., on the continent of Europe, from North Africa, islands of the Mediterranean and the Middle East, in the India-China-Japan theater, and in numerous and widely extended Pacific areas. For the war against the European Axis (with a limited exception in the case of anti-submarine operations), Army Aircraft are exclusively appropriate. They will be most effective for countering Japanese land and air operations in the China-India theater, for interdicting Japanese shipping, and eventually striking directly at the heart of Japan from Asiatic continental bases. Operations to date in the South and Southwest Pacific and Aleutian areas demonstrate that Army Air Forces have vital tasks in those areas, and in the Central Pacific, and are well adapted to discharge them. Of the airplanes now being considered, certainly no less than approximately two-thirds, or 15,300, should be provided by the A.A.F., leaving 7,650 to be provided by the U. S. Navy out of the 31,447 naval aircraft, Presidential authorization for which has recently been granted. Of the latter number, the Navy indicates that it proposes to designate 22,622 as "operating planes." It is assumed that the nature of their operations will be in support of naval surface forces, in action directed toward the destruction of the German and Japanese

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fleets, and auxiliary naval units, and the protection of our shipping, in discharge of the Navy's mission. These are major tasks, and may require major naval air forces, as indicated by our Navy's program. Their accomplishment would dispose of a part of the Japanese Air Force considered in Tab "B." But the Japanese have not fared well with their carriers, and are relying more and more extensively on aircraft utilizing unsinkable bases. Its land-based air forces can be most effectively met and destroyed by our own land-based Army Air Forces. We therefore adhere to the minimum U. S. A.A.F. requirement of approximately 15,300 strategic and tactical aircraft, assigned as initial equipment to operational units deployed in or available for active theaters, at our peak air arm strength.

21. Meeting United Nations Post-European Armistice Requirements. Following a European Armistice, the diversion to the Far East and Pacific of 12,000 U.S., U.K. and Dominion strategic and tactical U.E. aircraft from the 27,080 United Nations aircraft allocated to the European war in paragraph 18, above, would approximately double the air forces allocated in the same paragraph to the Japanese war, giving the United Nations a numerical superiority in the air of nearly six to one over the Japanese, in addition to a superiority in naval surface, sub-surface and supporting air strength expected by that time to be attained. The remaining United Nations European air forces - 15,080 unit equipment strategic and tactical aircraft -

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would be sufficient for the purposes discussed in paragraphs 8 to 10, inc., above. Of these, Russia would furnish an estimated 3000, with an estimated 1133 additional in Siberia.

22. Implications in A.A.F. Inventory Strength. The position in which an A.A.F. strength of 15,300 operational U.E. aircraft available for employment in active theaters would put the United States relative to "winning the peace," can best be seen by converting this figure to a total inventory strength, for comparison with predictions of the inventory tactical aircraft strengths of our allies, as of January 1, 1945. By applying the 3 to 1 rule of thumb referred to in paragraph 18, we have 3 x 15,300 - 45,900 as the total required A.A.F. inventory of tactical aircraft on January 1, 1945. As a check on this figure we have a computation prepared by the Statistical Control Division, "Estimated U.S.A.A.F. Tactical Airplane Strength at Completion of 273 Group Program," Tab "D." This is based on the "273 Group Program" at full T.O. strength, plus Air Transport Command requirements, and a conservative estimate of requirements for operational reserve, "pipe line," and airplanes undergoing repair in field depots, and modification or repair in the U. S. This tabulation, Tab "D," shows a total inventory of 42,898 airplanes. However, with distribution based on deployments tentatively planned, it provides only 12,301 airplanes as initial equipment for tactical units (excluding troop

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carriers) deployed or available for deployment in active theaters; 2069 with units in inactive theaters; a total of 14,370 strategic and tactical combat aircraft, approximating one-third the inventory strength.

23. Breakdown of Proposed U.S.A.A.F. Ultimate Strength. For a desired minimum U.S.A.A.F. inventory strength in strategic and tactical aircraft, as of January 1, 1945, and at the time of the European armistice, 45,900 therefore appears to be a very moderate estimate, and is adopted. Following generally the carefully planned distribution indicated in Tab "D," the following allocation to types is suggested:

Heavy Bombers	9,791
Medium Bombers	7,284
Light Level Bombers	2,617
Light Dive Bombers	3,123
Fighters	16,221
Transports	6,512
Photo	352
Total Inventory, Tactical Aircraft	45,900

24. Comparison with Air Arms of Allies. As herein proposed, the inventory strength of the air arms of the U. S., to be attained at the earliest practicable moment, and maintained until the occurrence of the European armistice, would be 45,900 strategic and

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tactical aircraft of the Army Air Forces, and a maximum of 31,447 naval aircraft. A.A.F. aircraft would be allocated to types substantially as indicated in paragraph 23. Naval allocation to types has been estimated, based on J.C.S. 351/2. A comparison of the resultant strength of the air components of the armed forces of the U. S., with the anticipated strengths of the air arms of our principal allies, is shown graphically in Tab "E." The relative strength of the U. S. Army Air Forces (as compared with the Army Air Forces of our allies) would not be greater than desired to accomplish our national objectives, immediately following the European armistice, discussed in paragraphs 7 to 13, inc. (No attempt is made to judge the requirements for our naval air strength, as now authorized). Nor is this proposed A.A.F. strength greater than is desired, and required, to defeat our enemies in the two wars in which we are concurrently engaged, with reasonable expedition, and the minimum cost in life and resources.

25. Limiting Factors. Factors limiting the ultimate strength of our air arm are our resources in manpower and raw materials, our plant production capabilities, and the extent to which these may be directed to the support of our air forces without encroaching upon the other requirements of the United States and her allies essential to the successful prosecution of the war and to the maintenance of national economic and social stability. All these

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factors have been taken into account in developing our present airplane production program. This program, for which our national industry is already geared, is expected to reach its peak at or shortly following the end of 1943, with a production target of 107,000 military airplanes in 1943, and a capacity to supply to our air arms approximately 120,000 airplanes annually thereafter. This production capacity will maintain the air arms of the armed forces of the U. S., deployed in accordance with its strategic concepts by which we are now being guided, at the strengths recommended in this study, with an <u>average</u> intensity of action at the maximum scale which can reasonably be expected to be maintained concurrently, will supply our lend-lease allocations at somewhat augmented, and perhaps substantially augmented, levels. It is submitted that it would be false economy, and a grave strategical error, to adopt a target air arm strength lower than that herein suggested; or to fail to fully utilize our maximum capacity for producing, training, equipping and fighting the weapon which the U. S. can use to greatest advantage in this global war, with the minimum requirements, in shipping and cargo, for the maintenance and support of our enormously dispersed forces.

26. <u>Lend-Lease Allocations</u>. The estimates shown in Tab "D" contemplate a continuation of lend-lease allocation on substantially the present scale. From U. S. aircraft production in 1943 we are

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allocating to our allies approximately 19,640 military airplanes. Under this program, Great Britain, after fully utilizing her personnel resources for air force expansion, has been enabled to build up and maintain a greater percentage of reserve combat aircraft than we have as yet even planned. Russia is receiving a very substantial flow of combat aircraft of types suitable for the close support of her heavily engaged ground forces. Under present conditions China has not the facilities or organization to produce an effective air force of substantial strength. It is believed that, until we have reached the aircraft inventory strengths indicated in paragraph 24, we should retain for our own use our entire heavy bomber and substantially all our air transport production; and that we should not at this time commit ourselves to any material increase in lend-lease allocations of any types. Some increase of our allocation of air support type airplanes to Russia, China and the Free French should be anticipated if and when actual increase in our production has made it clear that it can be done without detriment to our own air forces program. Without detriment to our own program herein recommended, our production program will, it is believed, make it practicable, within another year, to make or increase, moderate allocations to R.C.A.F., the R.A.A.F., and the N.E.I.

27. Conclusions and Recommendations:

That when an armistice is signed signifying the defeat of Germany, the air components of the armed forces of the United States

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should be at approximately the following strengths, in total inventory of tactical aircraft:

a. Army Air Forces - 45,900. The relative composition, by types, is indicated in paragraph 23.

b. Naval Air Forces - not exceeding 31,447.

L. S. KUTER,
Brig. General, U. S. A.
Acting Asst. Chief of the Air Staff,
Plans.

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TAB A

STATEMENTS OF NATIONAL POLICY

Reference to Para. in Basic Study:

5 (a) 1. "If the forces of conquest are not successfully resisted and defeated there will be no freedom and no independence and no opportunity for freedom for any nation.

"It is, therefore, to the single and supreme objective of defeating the Axis forces of aggression that the United Nations have pledged all their resources and efforts."

(President Franklin D. Roosevelt, Washington, August 14, 1942)

5 (b) 2. "With victory achieved our first concern must be for those whose sufferings have been almost beyond human endurance. When the armies of our enemies are beaten, the people of many countries will be starving and without means of procuring food; homeless and without means of building shelter; their fields scorched; their cattle slaughtered; their tools gone; their factories and mines destroyed; their roads and transport wrecked. Unknown millions will be far from their homes - prisoners of war, inmates of concentration camps, forced laborers in alien lands, refugees from battle, from cruelty, from starvation. Disease and danger of disease will lurk everywhere. In some countries confusion and chaos will follow the cessation of hostilities. Victory must be followed by swift and effective action to meet these pressing human needs.

(From a nation-wide radio address by Hon. Cordell Hull, Secretary of State, on July 23, 1942)

5 (c) 3. "Second. They desire to see no territorial changes that do not accord with the freely expressed wishes of the peoples concerned.

"Third. They respect the right of all peoples to choose the form of government under which they will

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Reference to Para. in Basic Study:

live; and they wish to see sovereign rights and self-government restored to those who have been forcibly deprived of them."

(Points Two and Three of the Atlantic Charter, August 14, 1941)

5 (d) 4. "Our Hemisphere has at last come of age. We are here assembled to show its unity to the world. We took from our ancestors a great dream. We here offer it back as a great unified reality."

(President's address before the Inter-American Conference for the Maintenance of Peace, Buenos Aires, Argentina, December 1, 1936)

5 (d) 5. ".... Now therefore, I, Franklin D. Roosevelt, President of the United States of America, do proclaim that an unlimited national emergency confronts this country which requires that its military, naval, air and civilian defenses be put on the basis of readiness to repel any and all acts or threats of aggression directed toward any part of the Western Hemisphere...."

(Presidential proclamation of Unlimited National Emergency, May 27, 1941)

5 (d) 6. "We reassert the solidarity of the 21 American Republics and the Dominion of Canada in the preservation of the independence of the hemisphere."

(President's address before the Governing Board of the Pan American Union, the White House, May 27, 1941)

5 (d) 7. "The United States cannot permit the occupation by Germany of strategic outposts in the Atlantic to be used as air or naval bases for eventual attack against the Western Hemisphere."

"For the same reason substantial forces of the United States have now been sent to the bases acquired last year from Great Britain in Trinidad and in British Guiana in the south in order to forestall any pincers

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Reference to Para. in Basic Study:

movement undertaken by Germany against the Western Hemisphere."

"It is, therefore, imperative that the approaches between the Americas and those strategic outposts, the safety of which this country regards as essential to its national security and which it must therefore defend, shall remain open and free from all hostile activity or threat thereof."

(From President's message to the Congress, relating to the dispatch of naval forces to Iceland, July 7, 1941)

5 (e) 8. "They will likewise aid and encourage all other practicable measures which will lighten for peace-loving peoples the crushing burden of armaments."

(Extract from point Eight of the Atlantic Charter, August 14, 1941)

5 (e) 9. "Our own objectives are clear; the objective of smashing the militarism imposed by warlords upon their enslaved peoples -- the objective of liberating the subjugated nations -- the objective of establishing and securing freedom of speech, freedom of religion, freedom from want, and freedom from fear everywhere in the world.

"We shall not stop short of those objectives - nor shall we be satisfied merely to gain them and then call it a day. I know that I speak for the American people - and I have good reason to believe I speak also for all the other peoples who fight with us - when I say that this time we are determined not only to win the war but also to maintain the security of the peace which will follow."

(From Annual Message of the President to the Congress, delivered on January 6, 1942)

5 (e) 10. "The President stated that we must keep in mind the peace negotiations, and that he visualizes some sort of international police force will come out of the War."

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Reference to Para. in Basic Study:

(Memorandum of the President's Naval Aide to Admiral Leahy, December 28, 1942. See J.C.S. 183/1, March 6, 1943)

5 (e) 11. Amplifying the President's thought, Senator Fulbright, of Arkansas, said on the floor of the Senate on February 16, 1943: "I believe that our own selfish interests - in fact, our very survival as a great nation - is dependent upon an intelligent and practical system of collective security - a system by which brute force and mechanical force can be controlled so that it is no longer available to any gang of outlaws who may offer even temporarily to control a nation. It seems to me that in international relations, as in domestic affairs, force can be made to serve instead of to destroy our society."

(Congressional Record, Volume 89, No. 26, page 1053)

5 (f) 12. "At the same time all countries - those which will need relief and those more fortunate - will be faced with the immediate problems of transition from war to peace. War production must be transformed into production for the peace-time needs of mankind."

(From a nation-wide radio address by Hon. Cordell Hull, Secretary of State on July 23, 1942)

5 (e) (f) 13. "The establishment of a network of globe-girdling airways ought to be the very first order of business (in world-wide reconstruction). The airways I visualize would have as their primary justification the safeguarding of world peace. They would be operated by the air arm of the United Nations peace force . . . Either a military air force alone or a commercial air system alone would be more costly and less effective than the combination of the two."

(Vice President Wallace, The American Magazine, March 1943, p. 98)

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WAR DEPARTMENT
Military Intelligence Service
Washington

SECRET
By authority A.C. of S. G-2
Date 28 June 1943 GWB

B

June 28, 1943.

MEMORANDUM FOR COLONEL A. WILLIAMSON, PLANS DIVISION, AIR STAFF:

Subject: Revised Estimate of Japanese Air Strength and European-Axis Air Strength for the period 1943-1946.

JAPAN	1943	1944	1945	1946
Operating Squadrons	3610	4485	4830	4951
Reserve Training Units *	-	-	-	-
Operational Training Units	500	500	500	500
In transit	300	350	350	350
Others *	-	-	-	-
Totals	4410	5335	5680	5801

* Data incomplete

The above figures are based on the following factors.

1. It is estimated that the Japanese will produce 600 combat type aircraft per month during 1943 and 700 combat type aircraft per month during 1944, 1945, and 1946.

2. It is estimated that an average of 259 aircraft will be destroyed in combat per month and an additional 8% of strength will be lost through non-operational activities.

3. The figures in the table above represents strength at the end of each year.

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Estimate of European Axis air strength, in combat planes, 1943 - 1946 inclusive. (Revision of March 4, 1943 Estimate)

COUNTRY	COMBAT STRENGTH - 1943	
	AIRPLANES	AIRPLANES
Germany:		
Operating Squadrons	5400	
Reserve Training Units	600	
Operational Training Units	1000	
Others	700	
		7700
Italy:		
Operating Squadrons	1370	
Non-Operational "	320	1690
Hungary		300
Rumania		361
Bulgaria		350
Finland		300
Croatia		109
Slovakia		No Report
	TOTAL	10810

REMARKS FOR 1944 - 1946

Germany has an estimated production potential, which given favorable conditions could be used to increase her combat air strength to about 12000 aircraft within a few months. Her satellites cannot achieve much increase if any.

Should operations continue at the present rate, this potential increase in the German Air Force combat strength is not likely to occur. On the contrary, under the stress of its present commitments, and intensive use of its air force, it is reasonable to expect that in coming months Germany would witness a definite deterioration of its air strength, both quantitatively and qualitatively.

(s)

THOMAS G. LANPHIER,
Colonel, G. S. C.,
Chief, Air Unit, I.G.

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ROYAL AIR FORCE

INVENTORY OF TACTICAL AIRPLANES

DATE	BOMBERS [c]	FIGHTERS	TRANSPORTS [a]	OTHERS [b]	TOTAL
Actual					
Apr. 29, 1943	10,887	10,763	378	628	22,656
Estimated					
Jan. 1, 1944	12,134[d]	12,486	681	1,221	26,522
Jan. 1, 1945	13,737[e]	14,654	1,140	1,584	31,115

a. Excluding utility types
b. Flying Boat and Observation types
c. 2129 Heavy Bombers
d. Including an estimated 3800 Heavy Bombers
e. Including an estimated 5600 Heavy Bombers

Notes:

1. Figures for April 29, 1943 obtained from Air Ministry report titled "Aircraft Stocks and Movements" and British Air Commission report titled "Distribution of Aircraft Received from British Air Commission Contracts and Lend-Lease Requisitions."

2. Production estimates obtained from April 1, 1943 program of Ministry of Aircraft Production. Canadian production of heavy bombers has been allocated to the R.A.F.

3. Allocations from U.S. 1943 production obtained from Case 200, Munitions Assignment Committee (Air). Allocations for 1944 were assumed to equal the average of estimates for the last six months of 1943.

4. Allowance has been made for allocations from British production to the U.S. Army Air Forces, the U.S.S.R. Air Force, and the Royal Australian Air Force.

5. Attrition has been calculated on a monthly basis against inventory on hand at beginning of month. The following rates were used:

Bombers - 8.0%
Fighters - 6.5%
Transports & Others - 4.0%

6. Included in these figures are models of airplanes which are currently operational but which will be obsolescent by 1944 or 1945.

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Off of Management Control
30 June 1943

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FLEET AIR ARM

INVENTORY OF TACTICAL AIRPLANES

Date	Bombers	Fighters	Naval Reconnaissance	Total
Actual				
April 30, 1943	1,434	962	530	2,926
Estimated				
January 1, 1944	2,337	1,903	500	4,740
January 1, 1945	3,765	3,777	497	8,039

Notes:

1. Figures for April 30, 1943 obtained from Air Ministry report titled "Aircraft Stocks and Movements" and British Air Commission report titled "Distribution of Aircraft Received from B.A.C. Contracts and Lend-Lease Requisitions."

2. Production estimates obtained from April 1, 1943 program of Ministry of Aircraft Production.

3. Allocations from U.S. 1943 production obtained from Case 200, Munitions Assignment Committee (Air). Allocations for 1944 were assumed to equal the average of estimates for the last six months of 1943.

4. Attrition has been calculated on a monthly basis against inventory on hand at the beginning of month. The following rates were used:

Bombers and Fighters - 4%
Naval Reconnaissance - 3%

5. Included in these figures are models of airplanes which are currently operational but which will be obsolescent by 1944 or 1945.

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ROYAL CANADIAN AIR FORCE

INVENTORY OF TACTICAL AIRPLANES

Date	Bombers	Fighters	Others 1	Total
Actual				
June 7, 1943	551	370	201	1,122
Estimated				
January 1, 1944	607	529	457	1,593
January 1, 1945	808	943	744	2,495

1 Flying Boat, Observation, and Transport types.

Notes:

1. Figures for June 7, 1943 obtained from R.C.A.F. reports titled "Service Aircraft Disposition" and "Inventory of Canadian Tactical Aircraft."

2. Production estimates for 1943 obtained from Munitions Assignment Board report titled "Aircraft Resources of the United Nations as of March 31, 1943". Rate of production during 1944 is assumed to be 90% of 1943 peak month. Mosquito production has been divided into one-third bomber and two-thirds fighter.

3. Allocations from U.S. 1943 production obtained from Case 200, Munitions Assignment Committee (Air). Allocations for 1944 were assumed to equal the average of estimates for the last six months of 1943.

4. Attrition has been calculated on a monthly basis against inventory on hand at beginning of month. A rate of 4% for all types was used.

5. Included in these figures are models of airplanes which are currently operational but which will be obsolescent by 1944 or 1945.

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ROYAL AUSTRALIAN AIR FORCE

INVENTORY OF TACTICAL AIRPLANES

Date	Bombers	Fighters	Others 1/	Total
Actual				
June 7, 1943	584	551	83	1,218
Estimated				
January 1, 1944	833	761	108	1,702
January 1, 1945	1,004	900	134	2,038

1/ Flying Boat, Naval Reconnaissance and Transport types.

Notes:

1. Figures for June 7, 1943 obtained from R.A.A.F. report titled "Order of Battle and Strength Return."

2. Production estimates for 1943 obtained from Munitions Assignment Board report titled "Aircraft Resources of the United Nations as of March 31, 1943." Rate of production during 1944 is assumed to be 90% of 1943 peak month.

3. Allocations from U.S. 1943 production obtained from Case 200, Munitions Assignment Committee (Air). Allocations for 1944 were assumed to equal the average of estimates for the last six months of 1943. Allocations from United Kingdom production estimated at 25 fighters per month.

4. Attrition has been calculated on a monthly basis against inventory on hand at beginning of month. The following rates were used:

Bombers and Fighters - 7%
Others - 4%

5. Included in these figures are models of airplanes which are currently operational but which will be obsolescent by 1944 or 1945.

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UNION OF SOVIET SOCIALIST REPUBLICS

INVENTORY OF TACTICAL AIRPLANES

(ESTIMATED BY G-2, WDGS)

Date	Bombers	Fighters	Others	Total
July 1, 1943	5,500[a]	4,000	500	10,000
Jan. 1, 1944	6,000[b]	4,300	500	10,800
Jan. 1, 1945	6,800[c]	5,000	600	12,400

a. Including an estimated 440 Heavy Bombers

b. Including an estimated 550 Heavy Bombers

c. Including an estimated 620 Heavy Bombers

Notes:

1. Production based on approximately same rate throughout.

2. Imports are included from U.S. and U.K. under Lend-Lease. Minimum probable imports are used.

3. Attrition is based on percentages currently in use.

4. Calculations assume no hostilities between U.S.S.R. and Japan.

5. Red Air Force "Attack" aircraft are included under bombers.

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30 June 1943

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TAB "D"

ESTIMATED U.S.A.A.F. TACTICAL AIRPLANE STRENGTH
AT COMPLETION OF 273 GROUP PROGRAM

	Number of Groups	U.E. per Group	Heavy Bomb.	Medium Bomb.	Light Level Bomb.	Light Dive Bomb.	Fgtr.	Trans.	Photo	Total
Active Theaters										
Heavy Bomb Groups	66 1/2	48	3192							3192
Medium Bomb Groups	22 1/4	64		1424						1424
Light Level Bomb Gps	11	64			704					704
Light Dive Bomb Gps	10	96				960				960
Fighter Groups	51 1/4	100					5125			5125
Night Fighter Groups	2 3/4	48			132					132
Observation Groups	10 1/2	24/24		252			252			504
Photo Combat Groups	5	13/39	65						195	260
Troop Carrier Groups	22 1/2	52						1170		1170
						Subtotal				13471
Inactive Theaters										
Heavy Bomb Groups	9 1/4	48	444							444
Medium Bomb Groups	3 1/3	64		213						213
Light Level Bomb Gps	1/4	64			16					16
Light Dive Bomb Gps	1/4	96				24				24
Fighter Groups	13	100					1300			1300
Night Fighter Groups	1/4	48			12					12
Observation Groups	1 1/4	24/24		30			30			60
Troop Carrier Groups	3/4	52						39		39
						Subtotal				2108
R. T. U.			668	342	175	201	1279	133	29	2827
Flying Training			673	1067	26	120	646	144	9	2682
U.S. in Ground Force Trng										
Light Level Bomb Gps	1	64			64					64
Light Dive Bomb Gps	1	96				96				96
Observation Groups	12 1/2	24/24		300			300			600
Troop Carrier Groups	2	52						104		104
C.G., A.A.F.										
Photo Mapping Groups	1	52	52							52
Total in Units			5094	3628	1129	1401	8932	1590	230	22004
Reserve			3821	2721	847	1051	6699	796	115	16050
Air Transport Command								3000		3000
Depots, etc., in U.S.			288	347	53	83	590	476	7	1844
GRAND TOTAL			9203	6696	2029	2535	16221	5862	352	42898

Chief, Statistical Control Division
Office, Management Control

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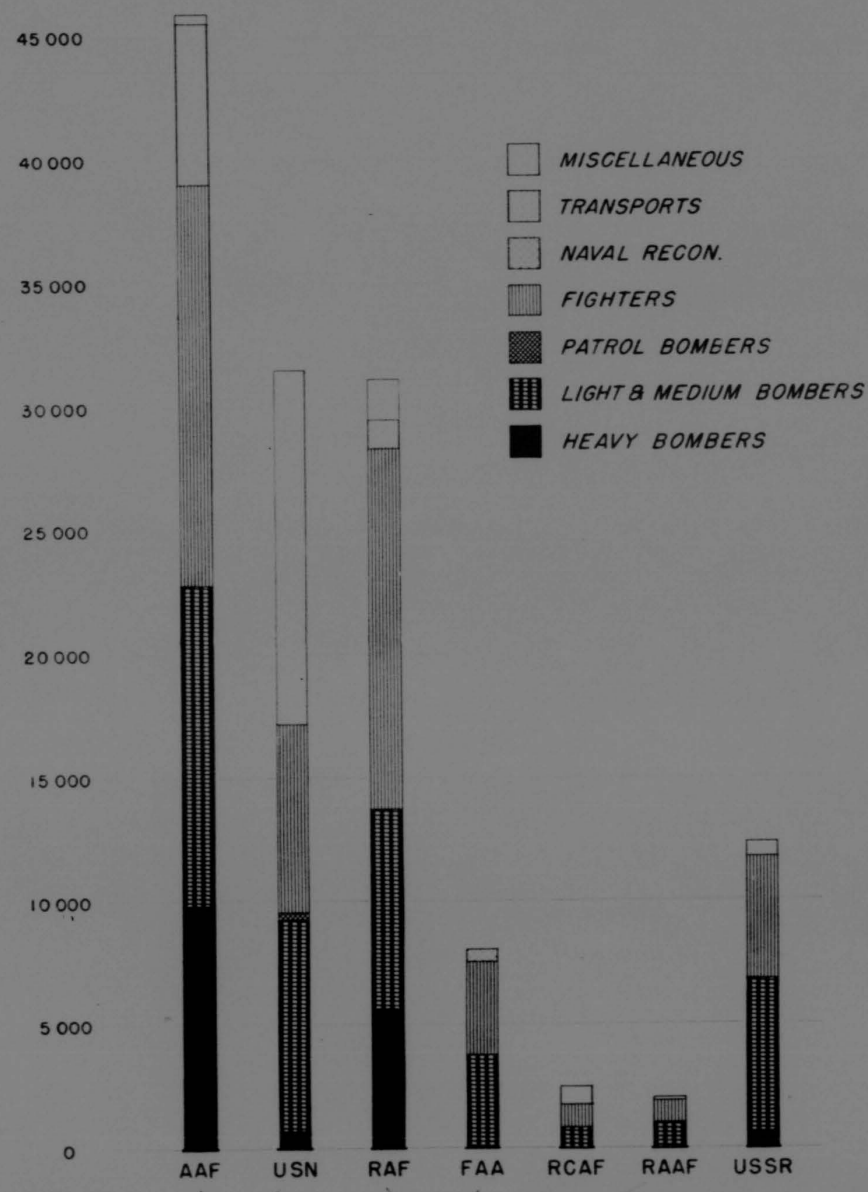
ESTIMATED STRENGTHS OF AIR ARMS OF PRINCIPAL ALLIES AND DESIRED STRENGTH OF U.S. AIR ARMS AS OF JAN 1, 1945



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ADDRESS REPLY TO
HEADQUARTERS OF THE ARMY AIR FORCES
WAR DEPARTMENT
WASHINGTON, D. C.

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

9 August 1943

MEMORANDUM TO: General Arnold

SUBJECT: Study Re Post-War Air Force Size

1. Attached study appears to be sound as an indication of the strength and composition of the U.S. Army Air Forces which will be required in order to carry out our various missions just prior to the time of the signing of the Armistice with Germany (assumed to be sometime after January 1, 1945).

2. The conclusion reached is that our total inventory strength of tactical aircraft at that time should be approximately 45,900 planes. Of this total, roughly one-third, or 15,300, would be deployed as unit equipment assigned to operational squadrons.

3. These 15,300 "front-line" unit equipment A.A.F. aircraft, when added to 7,650 U.S. Navy and 17,500 British Empire and Russian "front-line" aircraft estimated as available at that time, will give United Nations a total of 40,500 "front-line" aircraft.

4. This total of 40,500 "front-line" United Nations aircraft is necessary to give the United Nations 4 to 1 superiority over German and Italian aircraft estimated available in this category and 3 to 1 superiority over the Japs. (Germans and Italians: 4 x 6770 = 27,080 plus Japs: 3 x 4485 = 13,455. Total: 40,500).

5. U.S. AAF tactical airplane total inventory strength, at completion of 273 group program, has been estimated by Statistical Control at 42,898 aircraft - pretty close to the total inventory strength of 45,900 found necessary in the above study.

6. This study does not meet Colonel Davison's need for figures on strength and composition of A.A.F. required after defeat of Germany for

a. Defeat of Japan and garrisoning of Europe, and
b. Garrisoning of the world after defeat of Japan.

It is understood General Kuter's office will furnish this information in a separate study for Colonel Davison.

7. Recommend attached study be returned to General Kuter.

8/12/43 Lt. Col. J. Davison

E.O'D.

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ADDRESS REPLY TO
HEADQUARTERS OF THE ARMY AIR FORCES
WAR DEPARTMENT
WASHINGTON, D. C.

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

18 July 1943

MEMORANDUM FOR GENERAL KUTER:

SUBJECT: Study re Post-War Air Force Size.

1. This study may be considered as providing data on the minimum air power this country should have when an armistice is signed.

2. Actually, by January 1, 1945, we will have either:

a) More airplanes of the types now scheduled for production in quantity,

or

b) More air power than now visualized by the conversion of production from the medium bombers and medium range heavy bombers to production of very long range heavy bombers.

3. I see nothing in this paper which could be construed as restrictive on our planning for 320 groups in order to increase our power and shorten the war.

7/21/43
Col. O'Donnell
Eat
E.C.L.

I'm going over this hastily at look as if we have multiplied by 3 and by 4 and then repeated the multiplication another words aren't we counting on too many planes for the mission outlined? What is your reaction to the whole plan?

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Rules for use in
Preparation of Study of
AAF 273 Gp. Program
Revised 12 Aug 1943

23 Aug 1943

TAB B

1. The following rules will be used by all agencies concerned in computing the requirements of the Army Air Forces Program study based on the 12 August 1943 revision of the AAF 273 Group Program.

a. Active theaters, including Alaska

(1) Aircrew attrition based on U.S. aircraft strength:

(a) Heavy Bombardment Groups in United Kingdom

24% per month until 1 January 1944
30% per month 1 January 1944 to 1 April 1944
40% per month 1 April 1944 to 1 July 1944
50% per month after 1 July 1944

(b) All units except heavy bombardment in United Kingdom and troop carriers:

15% per month until 1 July 1944
30% per month after 1 July 1944

(c) Troop Carriers

7½% per month

(2) Ground crew attrition:
1% per month based on T/O strength

(3) Aircraft attrition based on U.S. strength:

Heavy bombardment units in United Kingdom 25% per month.

Other units, excluding troop carrier units, 20% per month.

Troop carrier units, 10% per month.

(4) One month's attrition will be maintained in the pipeline.

(5) Reserve aircrews, based on U.S. strength in aircraft:

Effective 31 October 1943, dual crews for heavy bombardment in United Kingdom. Effective by 1 July 1944, dual crews for troop carrier units.

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Single crew for all other units, except for build-up made possible in the theaters by attrition savings. Effective by 31 December 1944, triple crews for heavy transports allotted to the Air Transport Command.

(6) Reserve aircraft, based on I.E. strength:

25% in troop carrier units, 50% in all other units.

b. Inactive Theaters.

(1) Aircrew attrition based on I.E. strength in aircraft.

2% per month in all units.

(2) Ground crew attrition:

4% per month based on T/O strength

(3) Aircraft attrition:

5% per month based on I.E. strength in aircraft

(4) Reserve aircrews:

No reserve aircrews

(5) Reserve aircraft, based on I.E. strength:

25% in all units

c. Composition of combat crews.

Composition of combat crews of different types will be in accordance with latest approved Tables of Organization, except that the six enlisted men in the heavy bombardment crew will consist of one airplane mechanics-gunner, one radio operator-gunner, one armorer-gunner and three aerial gunners.

d. B-25 and B-26 Groups

As A-26 aircraft become available for allocation, B-26 and B-25 aircraft will gradually be eliminated in this plan, in such manner as to maintain the number of medium and light groups shown in Tab A.

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g. Build-up from reduced tables of organization.

Heavy bombardment groups in United Kingdom to be built up from reduced tables of organization to full tables of organization after 93 groups and training establishments have been completed. Other units will be so augmented after 1 June 1944, or after the group program of the type of aviation concerned is completed, whichever is the later. The method of building units to full tables of organization will be to continue each month as long as necessary the number of crews that were being furnished with new units while new units were still being deployed, this number of crews being charged against building the full tables of organization and being a requirement in addition to attrition.

f. Troop Carrier Groups will be augmented in size to 64 aircraft per group, by December 1944, the augmentation to be initiated in June 1944.

g. B-29 Groups

After 4 combat and 1 training B-29 Groups are built, additional B-29 aircraft will be used to re-equip existing B-17 and B-24 Groups in theaters.

2. Service units will be deployed in the United Kingdom in the ratio established in the Bradley Plan, and in other theaters in accordance with the normal ratio of one depot group to two service groups and four tactical groups. Priority of service and tactical units will be the same.

3. 50% of air crew personnel returned from one operational tour will be considered available for a second operational tour and war weary crews will be considered as available for reassignment in the following quantities:

a. 10% of all crews sent to the tactical units in theaters from 1 July 1944 until 1 January 1945.

b. 20% of all crews sent to the theaters after 1 January 1945.

c. 10% of all crews needed for the Air Transport Command and inactive theaters from 1 July 1944 until 1 January 1945.

d. 20% of all crews needed for the Air Transport Command and inactive theaters after 1 January 1945.

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FLASH ESTIMATE !!!

PERSONNEL REQUIREMENTS FOR I.E. COMBAT CREW REPLACEMENTS
273 GROUP PROGRAM AFTER COMPLETION & DEPLOYMENT
(Based on Attrition Factors of AC/AS, Plans)

COMBAT PERSONNEL	TOTAL	80% OF TOTAL
Officers		
4 Engine Pilot	3,194	2,555
2 Engine Pilot	2,767	2,214
1 Engine Pilot	1,737	1,390
Glider Pilot	13	10
Bombardier	1,410	1,128
Navigator	1,959	1,567
Bombardier-Navigator	676	541
Observer	37	30
Engineering	89	71
Radio I or V	15	12
Warrant Officers		
Flight Officers	226	181
Enlisted Men		
Apl Armorer	35	28
Apl Armorer/Gunner	4,444	3,555
Radio Operator	360	288
Radio Operator Mechanic	247	198
Radio Operator Mechanic Gunner	3,566	2,853
Aerial Gunner Basic	34	27
Liaison Pilot Mechanic	79	63
Apl and Engine Mechanic	569	455
Apl Mechanic Gunner	3,270	2,616
Apl Electrical Sp	89	71
Glider Mechanic	142	114
Aerial Photographer	54	43
TOTAL (Monthly)	25,012	20,010

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For file of Colonel Williamson

24 August 1943

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES.

Subject: AAF 273 Group Program, revised Aug. 12, 1943.

I. Discussion

1. Attached as Tab A is the current AAF 273 Group Program, revised as of August 12, 1943, with a change incorporated as of August 24, 1943 to take care of an ordered deletion of two (2) Reconnaissance Groups. This program was revised in accordance with verbal instructions of the Commanding General, AAF, issued on August 11, 1943.

2. The ACAS, OCAS, is presently engaged in converting this August 12, 1943 AAF Program into a study showing the following:

a. Service unit requirements

b. The replacement flow of aircraft and crews required to implement the program.

c. The training establishment required

d. Personnel requirements

e. Materiel requirements

f. Shipping implications

3. The rules outlined in Tab B have been established by the ACAS/Plans for use in preparation of study outlined in par. 2 above. In arriving at these rules, the best available information on losses of aircraft and crews in all theaters was considered. Air Force commanders in different theaters have, to date, established the number of combat missions required to be completed prior to relieving combat crews from operations. This has resulted in calls for replacements that can not be met with facilities available. The establishment of the requirement for furnishing two replacement combat crews with each replacement airplane, considered in conjunction with the return to combat of 50% of returned crews for a second operational tour, will automatically insure at least a 40% chance of survival for our air crew members. This is considered the lowest "survival rate" to which air crew members can be subjected and still maintain morale.

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4. The manpower available to the AAF under our present approved Troop Basis is the limiting factor in our ability to meet our present program.

5. Attached as Tab C is the best available estimate of air crew personnel requirements to maintain attrition of the present AAF 273 Group Program. 80% of this figure, or 240,120, are the annual requirements for trained air crew personnel to support the program under rules established.

6. It is envisaged that the time will arrive in the Air Offensive against the enemy when actual aircraft attrition will be lower than the present planned attrition. When this time arrives, the T.E. equipment of all units will be increased. Both aircraft and crews will then be able to support this increase because a lower attrition on a larger force will balance a larger attrition on a smaller force.

7. It is believed that reserve of aircraft in theaters should ultimately be built up beyond the 50% level, based on T.E. aircraft, as aircraft become available. The ultimate figure should be 100% based on T.E. aircraft.

II. Conclusions.

1. The study now being conducted by ACAS, OCAR, will, when completed, present the exact picture of the status and requirements of our present AAF 273 Group Program, revised 12 August 1943.

2. The rules established by the ACAS, Plans, should be adhered to in the study now being conducted by ACAS, OCAR.

3. The total requirements in personnel of all classifications will not be exactly known until the study now being conducted by ACAS, OCAR, is completed.

4. The present AAF 273 Group Program revised 12 August 1943 under rules established requires approximately 75,000 pilots, 18,806 navigators, 17,145 bombardiers, 2,890 bombardier-navigators, and 150,000 gunners to be trained each year to support it after all units are formed and manned.

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5. An AAF Program, balanced between aircraft and crews, will, when losses due to enemy action are reduced, allow an expansion to an increased I.E. strength of aircraft in all AAF combat groups.

III. The following is recommended.

1. That the AC/AS, OCAR be instructed to expedite the completion of the study now being made of the total requirements of the present AAF 273 Group Program, revised August 12, 1943.

2. That the rules established by the AC/AS, Plans be approved for use as the basis of the study now being conducted by the AC/AS, OCAR.

3. That action be initiated immediately to augment present training facilities and intake of air crew members to support the following annual training rates:

a. Pilot 93,600 (Present rate)

b. Navigators 19,305 (Present rate 19,750)

c. Bombardiers 17,145 (Present rate)

d. Bombardier-Navigator 2,330 (Present rate 2,550)

e. Gunners 150,000 (Present rate 140,700)

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GREEN PLAN #

This has been superseded by Plan

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WAR DEPARTMENT
The Adjutant General's Office
Washington

AG 381 (3-19-36)
(Misc.) C-M

April 8, 1936.

SUBJECT: Safeguarding of Mobilization Plans.

TO: All Corps Area Commanders;
Chiefs of Arms and Services;
Chief of the National Guard Bureau;
The Assistant Chiefs of Staff, War Department General Staff;
Commanding Generals, Ports of Embarkation;
Commanding Officers, General Depots;
The Superintendent, United States Military Academy.
COPY TO: The Office of the Assistant Secretary of War.
COPY TO: The Office of the Chief of Staff.

SECRET
Date: April 8, 1936.
T.A.G. R.L.C.

1. Under the provisions of AR 330-5 (February 11, 1936), war plans are classified as "Secret" documents and as such will be registered. Special mobilization plans based on War Department mobilization plans prior to the plan of 1933, and the Emergency Plans - White, similarly, are classified as secret. Any unnumbered copies which have already been sent to the War Department should be registered and their numbers furnished The Adjutant General.

2. The War Department Mobilization Plan, 1933, will continue to be classed as "Confidential," but will not be a "Registered publication." Mobilization plans, including statements of supply requirements, based on that plan will be classed as "Confidential," but copies thereof sent to the War Department will not be registered.

By order of the Secretary of War:

E. T. CONLEY,
Major General,
The Adjutant General.

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HVH/cpc

April 13, 1932

Eighth Corps Area Special Mobilization Plan
Green No. 2 (1932 Revision).

The Adjutant General.

1. In compliance with letter AG 381 (3-4-32)(Misc.) M-C, March 16, 1932, there are returned herewith copies number 12 and 49 of the obsolete Eighth Corps Area Plan.

2. Form for acknowledging receipt of these secret documents is also enclosed.

For the Chief of the Air Corps:

O. Westover,
Brigadier General, Air Corps,
Assistant Chief of the Air Corps.

2 Incls.
8th C.A. Plan (in dup)
Form receipt.

To General Files
Date
EXEC.
PLANS
T. & O.
MAT.
PER.
FIN.
INF.
INSP.
PAT.
B. & G.
MED.

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HHY/cpc

October 20, 1936.

MEMORANDUM FOR: Assistant Chief of Staff, WPD,
War Department General Staff.

SUBJECT: Estimate of the Situation, Green No. 2.

Reference your memorandum dated August 25, 1936, above subject, there is returned herewith Copy No. 34 of G-2 Estimate of the Situation, Army Strategical Plan Green No. 2.

For the Chief of the Air Corps:

Lieut. Colonel, Air Corps,
Executive.
W. E. Dixon

2 Incls.
Cy No. 34 of G-2 Estimate of the Situation, Army Strategical Plan Green No. 2.
Memo. 8-25-36.
Form Receipt.

Secret

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W.P.D.G.S.

WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
WAR PLANS DIVISION
WASHINGTON, D.C.

MEMORANDUM FOR THE CHIEF OF THE AIR CORPS:

Subject: Estimate of the Situation, Green No. 2.

This office holds receipt from your office dated May 7, 1930 and signed by Chas. B. B. Bubb, Captain, A.C., for T. D. Milling, Major, A.C., War Plans Representative, for Copy No. 34, of G-2 Estimate of the Situation, Army Strategical Plan Green No. 2.

This document was not returned to this office at the time the Army Strategical Plan Green No. 2 was recalled in December 1930. As Copy No. 34 of the plan was issued by you to the Materiel Division, Wright Field, it is probable that the missing copy of the Estimate may be at that headquarters.

It is requested that this document be returned to War Plans Division.

(Sgd) SHERMAN MILES,
Colonel, General Staff,
Acting Assistant Chief of Staff, WPD
(initialed)LPS

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1st Wrapper Indorsement (9)

War Department, Office, Chief of the Air Corps, Washington, D.C., October 13, 1936 - To Chief, Materiel Division, Air Corps, Wright Field, Dayton, Ohio.

1. It requested that a search of your files be made to determine whether or not the document mentioned in the attached communication is in your possession.

2. For your information, the records of this office indicate that the Army Strategical Plan Green No. 2, Copy No. 34, was returned by your office November 28, 1930 and in turn returned by this office to the War Department December 1, 1930; but the records do not indicate that the G-2 Estimate of the Situation was included.

3. If the above document is found in your files, it will be promptly returned to this office, and in any case the result of your search will be indicated by indorsement hereon.

By order of the Chief of the Air Corps:

H. B. Dyson

Lieut. Colonel, Air Corps,
Executive.

2d Wrapper Indorsement

War Dept., Air Corps, Materiel Division, Wright Field, Dayton, Ohio, October 15, 1936. To: The Chief of the Air Corps.

1. Inclosed is the G-2 Estimate of the Situation (As of March 15, 1930) pertaining to Army Strategical Plan Green No. 2.

For the Chief of the Materiel Division:

A. W. Brock

A. W. BROCK, Jr.,
Major, Air Corps,
Assistant Executive.

Incl.
Copy No. 34 - G-2
Estimate of the Situation.

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2d Wrapper Indorsement

War Dept., Air Corps, Materiel Division, Wright Field, Dayton, Ohio, October 15, 1936. To: The Chief of the Air Corps.

1. Inclosed is the G-2 Estimate of the Situation (As of March 15, 1930) pertaining to Army Strategical Plan Green No. 2.

For the Chief of the Materiel Division:

A. W. BROCK, Jr.,
Major, Air Corps,
Assistant Executive.

Incl.
Copy No. 34 - G-2
Estimate of the Situation.

[redacted]

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Mat. Div. A. C. 312-Wright Field 5-10-32-10M

WAR DEPARTMENT
AIR CORPS
MATERIEL DIVISION
OFFICE OF THE CHIEF OF DIVISION

WRIGHT FIELD, DAYTON, OHIO
September 11, 1933

Subject: Special Mobilization Plan Green No. 2

To: The Chief of the Air Corps.

1. The data requested by the Quartermaster General relative to the "point of origin, tonnage and cubage of 10 days' maintenance supplies to be loaded with each contingent of the First Field Army at Ports of Embarkation" as contained in your memorandum of September 11, subject: Special Mobilization Plan Green No. 2, are the information contained in Table VI, Air Corps Special Mobilization Plan Green No. 2.

2. These maintenance supplies are to be shipped from one port of embarkation rather than with separate contingents because they are located at Middletown, and New York is the nearest port of embarkation. The residuary portions of aircraft organizations which do not accompany the aircraft by air to the Theater of Operations will not require Air Corps maintenance supplies to accompany them from the various ports of embarkation.

For the Chief of the Materiel Division:

Robt. Oerlich,
Lt. Col., Air Corps,
Acting Executive.

by A. F. Jodan
Capt., A. C.
Asst. Executive

NOTE: This information was telephoned Miss Simmons, O.Q.M.G. upon itsreceipt due to the fact that Capt. Seaton was on L/A and was not due to return beforethe end of the month. Miss Simmons wondered how this shipment could be made since the W.D. Plan required supplies etc. be shipped with the troops. She stated she would take that part of the reply up with the officers in the Q.M.G. Office.

10/9/33
Capt Seaton advised [illegible] a.R.R. 9/29/33
of above.

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September 11, 1933.

MEMORANDUM FOR - Chief, Materiel Division, Air Corps.

SUBJECT - Special Mobilization Plan Green No. 2.

1. The office of The Quartermaster General has called upon this office to furnish information as to "point of origin, tonnage and cubage of 10 days' maintenance supplies to be loaded with each contingent of the First Field Army at Ports of Embarkation".

2. Table 1 of our plan indicated that Air Corps units of the First Field Army will be embarked at several ports of embarkation, viz., New York, Norfolk and Galveston. Table 6 to our plan (presumably) gives the data on 10 days' maintenance for all air units of the First Field Army consolidated for shipment through one port of embarkation (New York). Hence this office is unable to break down the data into the form required by The Quartermaster General for computing freight costs and tonnage requirements.

3. It is desired that you forward this office the data requisite to furnish the information desired by The Quartermaster General, as quoted in paragraph 1 above.

By order of the Chief of the Air Corps:

1 Encl.
Form Receipt

JACOB E. FICKEL,
Lieut. Colonel, Air Corps,
Acting Executive.

Plans Division
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March 1, 1933.

Special Mobilization Plan Green No. 2.

The Adjutant General.

1. In compliance with instructions contained in letter January 4, 1933, there are returned herewith superseded copy numbers 12 and 49 of the following listed special plans Green No. 2 -

Third Corps Area Special Mobilization Plan Green No. 2

Quartermaster Corps Special Mobilization Plan Green No. 2

which have been replaced by those received with the above mentioned letter.

2. It is requested that receipt of these documents be acknowledged on the enclosed form.

For the Chief of the Air Corps:

3 Incls.
3d C.A. Plan (Dup.)
QMC Plan (Dup.)
Form receipt.

O. WESTOVER,
Brigadier General, Air Corps,
Assistant Chief of the Air Corps.

Plans Division

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February 15, 1933

Special Mobilization Plan Green No. 2

Chief, Materiel Division, Air Corps,
Wright Field, Dayton, Ohio.

1. There are transmitted herewith for your information and file copy number No. 49, Third Corps Area Special Mobilization Plan Green No. 2. revised July 25, 1932 and copy number 49, Quartermaster Corps Special Mobilization Plan Green No. 2, revised December 1, 1932.

2. It is requested that these copies be substituted for those copies now in your file and the superseded copies be returned to this office for transmission to The Adjutant General.

3. Please acknowledge receipt of the above mentioned documents by Indorsement hereon.

By order of the Chief of the Air Corps:

2 Incls.
3d C.A. Plan
QMC Plan)Copy #49.

J. E. CHANEY,
Lieut. Colonel, Air Corps,
Acting Executive.

Plans Division

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1st Ind.

War Dept., Air Corps Materiel Division, Wright Field, Dayton, Ohio, December 15, 1938. To: The Chief of the Air Corps.

1. The revised pages and tables forwarded with basic communication have been inserted in the plan on file in this office, and the following sheets are returned herewith:

Table of Contents (Page 1)
Pages 4, and 11 to 21 incl., of Text.
Pages 2 and 8, Table V
Pages 1 to 6 incl., Table VI
Pages 1 to 36 incl., and 41a, 41b, 41c, Table VII
Table IX (1 page)
Table X (1 page)
Table XVI (1 page)
Distribution List (2 pages).

2. Form receipt is enclosed for acknowledgment.

For the Chief of the Materiel Division:

A. W. Robins

A. W. ROBINS,
Lt. Col., Air Corps,
Executive.

Original encls. withdrawn
Encls. added:
Listed above, (in body of Ind.)
Form Receipt.

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ADDRESS REPLY TO
CHIEF OF THE AIR CORPS
WAR DEPARTMENT
WASHINGTON, D.C

WAR DEPARTMENT

OFFICE OF THE CHIEF OF THE AIR CORPS

WASHINGTON

December 12, 1932.

SUBJECT: Eighth Corps Area Special Mobilization Plan Green No. 2
(Changes No. 1 to 1932 Revision, approved February 24, 1932)

TO: Chief, Materiel Division, Air Corps,
Wright Field, Dayton, Ohio.

1. Transmitted herewith for your information and file is Copy No. 49 of Changes No. 1, Eighth Corps Area Special Mobilization Plan Green, No. 2 (1932 Revision). You will incorporate these revised pages and tables in the copy of the Eighth Corps Area Plan now in your possession and return the superseded pages and tables to this office for return to The Adjutant General.

2. Receipt of this Change No. 1 is requested on the enclosed form.

By order of the Chief of the Air Corps:

O. Westover

O. WESTOVER,
Brigadier General, Air Corps,
Assistant Chief of the Air Corps.

2 Incls.
Chg. No. 1
Table of contents (a and b)
Pgs. 4 & 11 to 21 Incl.
Pgs 2 and 8, Table V
Table VI - 6 pages
Table VII - 16 pages
Table IX - 1 Page
Table X - 1 Page
Table VI - I Page
Dist. List - 2 pages
Form receipt

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December 19, 1932.

Eighth Corps Area Special Mobilization Plan Green No. 2.
(Changes No. I to 1932 Revision, approved February 24, 1932).

The Adjutant General.

1. There are returned herewith superseded copy numbers 12 and 49 of the Eighth Corps Area Mobilization Plan Green No. 2, in accordance with instructions contained in letter November 25, 1932. These pages and charts have been replaced by those received in above mentioned letter.

2. It is requested that receipt of the above charts and pages be acknowledged on the enclosed form.

For the Chief of the Air Corps:

2 Incls.
Superseded copies - # 12 & 49
Table Contents (dup.)
Page 4 & 11-21 Incl. (dup)
Pages 2-8 Tab. V (dup)
Pages 1-6, Tabl. VI (dup.)
Pages 1-36, 41a,b,c, Tabl. VII (dup.)
Table IX (dup.)
Table X (dup.)
Table XVI (dup.)
Dist. List (Dup.)
Form receipt.

C. WESTOVER,
Brigadier General, Air Corps.
Assistant Chief of the Air Corps.

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November 8, 1932.

Air Officers' Special Mobilization Plans -
TAN and GREEN NO. 2. (Eighth Corps Area).

Chief, Materiel Division, Air Corps,
Wright Field, Dayton, Ohio.

1. Transmitted herewith for your information and file are copy number 27 of the following Air Officers' Special Mobilization Plans -

Tan
Green No. 2.

2. It is requested that receipt of these mobilization plans be acknowledged on the enclosed form.

By order of the Chief of the Air Corps:

3 Incls.
Tan Plan
Green No. 2 Plan
Form receipt.

O. WESTOVER,
Brigadier General, Air Corps,
Assistant Chief of the Air Corps.

Plans Division
APR

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October 26, 1932.

Sixth Corps Area Special Mobilization Plan Green No. 2
(1932 Revision)

The Adjutant General.

1. In compliance with instructions contained in letter October 6, 1932, 'Sixth Corps Area Special Mobilization Plan Green No. 2 (1932 Revision)', there are returned herewith copy numbers 12 and 49 of the superseded corps area plan. These copies have been replaced by the 1932 revision of the Sixth Corps Area.

2. It is requested that receipt of these superseded copies be acknowledged on the enclosed form.

For the Chief of the Air Corps:

2 Incls.
Sixth C.A. Plan (in dup.)
Form receipt.

J. E. CHANEY,
Lieut. Colonel, Air Corps,
Acting Executive.

Plans Division
AAR 2

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ADDRESS REPLY TO
CHIEF OF THE AIR CORPS
WAR DEPARTMENT
WASHINGTON, D.C

WAR DEPARTMENT

OFFICE OF THE CHIEF OF THE AIR CORPS

WASHINGTON

October 12, 1932.

SUBJECT: Sixth Corps Area Special Mobilization Plan Green No. 2 (1932 Revision)

TO: Chief, Materiel Division, Air Corps, Wright Field, Dayton, Ohio.

1. Transmitted for your information and file is copy No. 49, Sixth Corps Area Special Mobilization Plan Green No. 2 (1932 Revision). You will substitute this revised copy for the one now in your file and return the superseded copy to this office for transmission to The Adjutant General.

2. It is requested that receipt of the enclosed document be acknowledged on the attached form.

By order of the Chief of the Air Corps:

2 Incls.
6th C.A. Pl. #49
Form receipt

J. E. CHANEY,
Lieut. Colonel, Air Corps,
Acting Executive.

1st Ind.

War Dept., Air Corps Materiel Division, Wright Field, Dayton, Ohio, October 17, 1932. To: The Chief of the Air Corps.

1. Copy No. 49, Sixth Corps Area Special Mobilization Plan Green No. 2 (1932 Revision) has been inserted in the Plan on file in this office, and the superseded copy is returned herewith.

2. Formreceipt is enclosed for acknowledgment.

For the Chief of the Materiel Division:

2 Incls.
6th C.A.Pl. #49 (superseded copy)
Form receipt.

A.W.ROBINS,
Lt.Col., Air Corps,
Executive.

A.M.Jones
Capt., A.C.
Asst Executive

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October 12, 1932.

Sixth Corps Area Special Mobilization Plan Green No. 2
(1932 Revision)

Chief, Materiel Division, Air Corps,
Wright Field, Dayton, Ohio.

1. Transmitted for your information and file is copy No. 49, Sixth Corps Area Special Mobilization Plan Green No. 2 (1932 Revision). You will substitute this revised copy for the one now in your file and return the superseded copy to this office for transmission to The Adjutant General.

2. It is requested that receipt of the enclosed document be acknowledged on the attached form.

By order of the Chief of the Air Corps:

2 Incls.
6th C.A. Pl. #49
Form receipt

J. E. CHANEY,
Lieut. Colonel, Air Corps,
Acting Executive.

Plans Division

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October 10, 1932.

Seventh Corps Area Special Mobilization Plan Green No. 2 (1932 Revision).

The Adjutant General.

1. There are returned herewith superseded copy numbers 12 and 49, Seventh Corps Area Special Mobilization Plan Green No. 2, which have been replaced by the 1933 Revision of the Seventh Corps Area Plan, received by letter, A.G.O., September 27, 1932.

2. It is requested that receipt of these documents be acknowledged on the enclosed form.

For the Chief of the Air Corps:

2 Incls.
7th C.A. Plan (Dup.)
Form receipt.

J. E. CHANEY,
Lieut. Colonel, Air Corps,
Acting Executive.

Plans Division
1107

SECRET

1827

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(9).

ADDRESS REPLY TO
CHIEF OF THE AIR CORPS
WAR DEPARTMENT
WASHINGTON, D.C

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

October 3, 1932.

SUBJECT: Seventh Corps Area Special Mobilization Plan Green No. 2 (1932 Revision).

TO: Chief, Materiel Division, Air Corps, Wright Field, Dayton, Ohio.

1. Transmitted herewith for your guidance and file is Copy No. 49, Seventh Corps Area Special Mobilization Plan Green No. 2 (1932 Revision). You will substitute this revised plan for the copy now in the files of the Mobilization Plan Green No. 2 and return the superseded copy to this office for transmission to The Adjutant General.

2. It is requested that receipt of this document be acknowledged on the enclosed form.

By order of the Chief of the Air Corps:

O. Westover

2 Incls.
7th C.A. Plan #49
Form receipt.

O. WESTOVER,
Brigadier General, Air Corps,
Assistant Chief of the Air Corps.

1st Ind.

War Dept., Air Corps, Materiel Division, Wright Field, Dayton, Ohio, October 6, 1932. To: The Chief of the Air Corps.

1. Revised copy of Seventh Corps Area Special Mobilization Plan Green No. 2, Copy No. 49, has been placed in our files and the superseded copy is returned herewith.

For the Chief of the Materiel Division:

A. W. ROBINS,
Lt. Col., Air Corps,
Executive.

Incl.
Sup. cy. of 7th C.A. Plan #49
Form receipt.

1828

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August 23, 1932.

Eighth Corps Area Special Mobilization Plan
Green No. 2 (Revised pages)

The Adjutant General.

1. In compliance with instructions contained in letter dated July 29, 1932, there are returned herewith, reference copy numbers 12 and 49, duplicate pages and charts which have been replaced by those received with letter mentioned above.

2. It is requested that receipt of these superseded pages and charts be acknowledged on the enclosed form.

For the Chief of the Air Corps:

11 Incls (10 in dup.)
Pages 3 to 7 incl., 9, 14, 14,16 19,20,21 & 22 of text (dup.)
Page 3,Table I (Dup.)
Page@,Table II (Dup.)
Page 7, Table V (Dup.)
Pages 3,4,6, Table VI (Dup.)
Pages 1,7,16,33,36,41a &c, Table VII (Dup.)
Table IX, 1 page (Dup.)
Pages 1 to 8 Incl & map, Table XII (DUp.)
Table XVI, I page (Dup.)
Pages 2,3,4, Table XIX (Dup.)
Form receipt

C. WESTOVER,
Brigadier General, Air Corps,
Assistant Chief of the Air Corps.

Plans Division
499

SECRET

1829

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A.G. 381 1st Ind.

War Dept., Air Corps Materiel Division, Wright Field, Dayton, Ohio, August 16, 1932. To: The Chief of the Air Corps.

1. The pages and tables forwarded by basic letter have been inserted in the Plan, and the following superseded pages and tables are returned herewith:

Pages 3, 4, 5, 6, 7, 9, 14, 15, 16, 19, 20, 21, and 22 of text.
Table I, Page 3
Table II, Page 2
Table V, Page 7
Table VI, Pages 3, 4, and 6.
Table VII, Pages, 1, 7, 33, 36, 37, 38, 39, 40, 41-a, 41-b, and 41-c.
Table IX (1 page only)
Table XII (1 page only)
Table XVI (1 page only)
Table XIX (Pages 2, 3, and 4).

2. The page No. 16 of Table VII received apparently did not superseded the pages of this table, numbered 16-a and 16-b, furnished with the Plan, and therefore these sheets are not returned. If these sheets should be returned we will gladly do so on advice.

3. Form receipt is enclosed for acknowledgment.

For the Chief of the Materiel Division:

A. W. ROBINS,
Lt. Col., Air Corps,
Executive.

Encls.
Original encls. withdrawn.
Pages and Tables listed above added, together with Form receipt.

A. E. Jones
Capt., A.C.

SECRET

1830

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ADDRESS REPLY TO
CHIEF OF THE AIR CORPS
WAR DEPARTMENT
WASHINGTON, D.C

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

August 12, 1932.

SUBJECT: Eighth Corps Area Special Mobilization Plan Green No. 2 (Revised pages).

TO: Chief, Materiel Division, Air Corps, Wright Field, Dayton, Ohio.

1. Transmitted herewith for incorporation in Copy # 49 of the Eighth Corps Area Special Mobilization Plan Green #2 are revised pages and tables of that plan. It is requested that these revised sheets be substituted for those now in the Green Plan #2 and that the superseded sheets be returned to this office for transmission to The Adjutant General.

2. It is requested that receipt of these revised pages and tables be acknowledged on the enclosed form.

By order of the Chief of the Air Corps:

O. WESTOVER,
Brigadier General, Air Corps,
Assistant Chief of the Air Corps.

11 Incls.
Pages 3,4,5,6,7,9,14,15,16, 19,20,21 & 22 of text.
Page 3, Table #I
Page 2, Table #II
Page 7, Table V
Pages 3,4,6. Table VI
Pages 1,7,16,33,36,41a,41b,41c, Table VII
Table IX - I page only
Pages 1,2,3,4,5,6,7,& 8 & Map, Table XII
Table XVI - I page only
Pages 2,3,4, Table XIX
Form receipt.

SECRET

1831

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SECRET

HVH/cpc

April 13, 1932

CHANGES NO. 1 - Fourth Corps Area Special Mobilization Plan Green No. 2.

The Adjutant General.

1. In compliance with letter AG 381 (3-3-32)(Misc.) -C, March 29, 1932, there are returned herewith the superseded pages, copies number 12 and 49, of the Fourth Corps Area Plan.

2. Form for acknowledging receipt of these secret documents is also enclosed.

For the Chief of the Air Corps:

O. Westover,
Brigadier General, Air Corps,
Assistant Chief of the Air Corps.

5 Incls.
Superseded page 3 (dup.)
Superseded Tables
1 - 3 & 4 (dup.)
Form receipt.

To General Files Date
EXEC.
PLANS
T. & O.
MAT.
PER.
FIN.
INF.
INSP.
PAT.
B. & G.
MED.

SECRET

1852

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1st Ind.

War Dept., Air Corps, Materiel Division, Wright Field, Dayton, Ohio, April 8, 1932. To: The Chief of the Air Corps.

1. In compliance with instructions contained in basic communication, the following superseded pages and tables are returned herewith:

Page 3
Table I - (1 page)
Table 3 - (1 page)
Table 4 - (2 pages)

2. There was no page i (frontispiece) furnished this office with the original plan. The new frontispiece forwarded with basic letter has been inserted in the plan.

For the Chief of the Materiel Division:

A. R. Robins,
Lt. Colonel, Air Corps,
Executive.

Original
Encls. withdrawn, and
the following substituted:
Page 3
Table 1 (1 page)
Table 3 (1 page)
Table 4 (2 pages)
Form Receipt.

1833

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THIS PAGE IS UNCLASSIFIED

(9)

ADDRESS REPLY TO
CHIEF OF THE AIR CORPS
WAR DEPARTMENT
WASHINGTON, D.C

WAR DEPARTMENT

OFFICE OF THE CHIEF OF THE AIR CORPS

WASHINGTON

April 7, 1932.

SUBJECT: CHANGES NO. I - Fourth Corps Area Special Mobilization Plan Green No. 2.

TO: Chief, Materiel Division, Air Corps,
Wright Field, Dayton, Ohio.

1. Transmitted herewith for your information and file is Copy No. 49 of Changes No. 1 - Fourth Corps Area Special Mobilization Plan Green No. 2. There is also attached letter from The Adjutant General, dated March 29, 1932, file AG 3-8-32)(Misc.)M-C.

2. In order that this office may comply with instructions contained in Par. 2, of letter from The Adjutant General, it is requested that the superseded pages and tables be returned promptly.

3. Form for acknowledging receipt of these documents is attached hereto.

By order of the Chief of the Air Corps:

3 Incls.
Changes No. 1 - 4th C.A. Cy #49
Page i (frontispiece)
Page 3
Table I - 2 pages
Table 3 - 1 page
Table 4 - 2 pages
Letter A.G.O., 3/29/32
Form receipt.

O. WESTOVER,
Brigadier General, Air Corps,
Asst. Chief of the Air Corps.

1854

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(9)

April 7, 1932.

CHANGES NO. I - Fourth Corps Area Special Mobilization Plan Green No. 2.

Chief, Materiel Division, Air Corps,
Wright Field, Dayton, Ohio.

1. Transmitted herewith for your information and file is Copy No. 49 of Changes No. 1 - Fourth Corps Area Special Mobilization Plan Green No. 2. There is also attached letter from The Adjutant General, dated March 29, 1932, file AG 3-3-32)(Misc.)M-C.

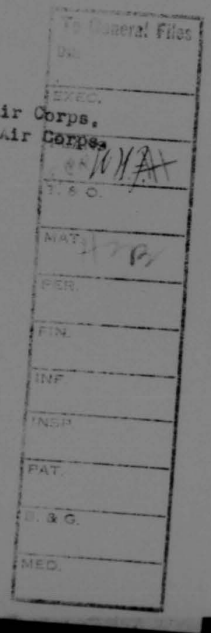
2. In order that this office may comply with instructions contained in Par. 2, of letter from The Adjutant General, it is requested that the superseded pages and tables be returned promptly.

3. Form for acknowledging receipt of these documents is attached hereto.

By order of the Chief of the Air Corps:

3 Incls.
Changes No. 1 - 4th C.A. Cy #49
Page i (frontispiece)
Page 3
Table I - 2 pages
Table 3 - 1 page
Table 4 - 2 pages
Letter A.G.O., 3/29/32
Form receipt.

O. WESTOVER,
Brigadier General, Air Corps,
Asst. Chief of the Air Corps.



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Mat. Div. A. C. 304-Wright Field 11-9-31-20M

WAR DEPARTMENT
AIR CORPS
MATERIEL DIVISION
OFFICE OF THE CHIEF OF DIVISION

WRIGHT FIELD, DAYTON, OHIO
March 30, 1932

Subject: Eighth Corps Area Special Mobilization Plan, Green No. 2.

To: The Chief of the Air Corps.

1. In compliance with memorandum from your office dated March 25, subject: "Eighth Corps Area Special Mobilization Plan, Green No. 2 (1932 Revision)", Copy No. 49, 1932 Revision has been inserted in the plan on file in this office and the superseded copy is returned herewith.

2. Form receipt is enclosed for acknowledgement.

For the Chief of the Materiel Division:

A. W. Robins,
Lt. Col., Air Corps,
Executive.

Encls.
Copy No. 49, above mentioned plan (Revised 10/15/30)
Form receipt.

SECRET

1856

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(9).

March 25, 1932.

Eighth Corps Area Special Mobilization Plan,
Green No. 2 (1932 Revision)

Chief, Materiel Division, A.C.,
Wright Field, Dayton, Ohio.

1. Transmitted herewith is the 1932 Revision of the Eighth Corps Area Special Mobilization Plan Green No. 2, Copy No. 49. It is requested that this revised copy be substituted for the copy of the plan now in your possession and the superseded copy returned to this office for transmission to The Adjutant General. There is also enclosed letter from The Adjutant General, file AG 381 (3-4-32)(Misc.) M-C, above subject, dated March 16, 1932.

2. It is requested that receipt of these documents be acknowledged on the enclosed form.

By order of the Chief of the Air Corps:

3 Incls.
8th C.A. Plan #49
A.G.O. letter
Form receipt.

O. WESTOVER,
Brigadier General, Air Corps,
Assistant Chief of the Air Corps.

To General Files
PLANS
T. & D.
MAT.
PER.
FIN.
INF.
INSP.
PAT.
S. & G.
MED.

1837

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HVH/cpc(9)

January 27, 1932.

CHANGES No. 1 - Second Corps Area Special Mobilization
Plan Green No. 2.

The Adjutant General.

1. In compliance with instructions contained in letter from your office, January 8, 1932, on the above subject, there are returned herewith superseded tables and distribution list, in duplicate, pertaining to copy numbers 12 and 49, as follows -

Table I (3 pages)
Table II (1 page)
Table III (2 pages)
Table IV (1 page)
Table X (1 page)
Table XIII (1 page)
Distribution List.

2. It is requested that receipt of these documents be acknowledged on the enclosed form.

For the Chief of the Air Corps:

F. M. ANDREWS,
Lieut. Colonel, Air Corps,
Executive.

8 Incls.
Tables & Dist. List (Dup.) 7
Form receipt

To General Files
Date
EXEC.
PLANS
P. & C.
MAT.
PER.
TNG.
INSP.
PAT.
S. & T.
MED.

1858

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Mat[illegible] v. A. C. 304-Wright Field 12-4-28-20M

SECRET

WAR DEPARTMENT
AIR CORPS
MATERIEL DIVISION
OFFICE OF THE CHIEF OF DIVISION

WRIGHT FIELD, DAYTON, OHIO
January 22, 1932

Subject: Second Corps Area Special Mobilization Plan Green No. 2

To: The Chief of the Air Corps,
Attention: War Plans Representative.

1. In compliance with instructions contained in letter from The Adjutant General's Office dated January 8, 1932, subject: Changes No. 1 - Second Corps Area Special Mobilization Plan Green No. 2, forwarded by memorandum from the Office, Chief of Air Corps dated January 13th, 1932, the new sheets have been inserted in the Plan and the superseded copies, as indicated below, are returned herewith:

Table I (3 pages)
Table II (1 page)
Table III (2 pages)
Table IV (1 page)
Table X (1 page)
Table XIII (1 page)
Distribution List.

2. Form receipt for acknowledgment is enclosed.

For the Chief of the Materiel Division:

J. W. Robins,
Lt. Col., Air Corps,
Executive.

by [signature]

Encls.
Tables and distribution list as above noted.
Form receipt.

SECRET

1859

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January 18, 1932.

MEMORANDUM FOR - Chief, Materiel Division, A. C.,
Wright Field, Dayton, Ohio.

SUBJECT: Changes No. 1 - Second Corps Area Special Mobilization Plan Green No. 2.

1. There are forwarded herewith letter from The Adjutant General, dated January 8, 1932, on the above subject, together with copy of Changes No. 1 pertaining to Copy No. 49 of the Plan in your possession.

2. Attention is invited to instructions contained in Par. 2 of the letter from The Adjutant General. It is requested that the superseded tables and distribution list be returned to this office for transmission to The Adjutant General.

3. It is requested that receipt for these documents be acknowledged on the enclosed form.

For the Chief of the Air Corps:

3 Incls.
Letter AGO
Changes No. 1
Form receipt.

W. H. FRANK, Major, Air Corps,
War Plans Representative.

To General Files
Date
EXEC.
PLANS
T. S.
MAT.
PER.
FIN.
INF.
INSP.
PAT.
S. & G.
MED.

1840

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December 30, 1931.

Special Mobilization Plan Green No. 2.

The Adjutant General.

1. In compliance with instructions contained in letter of December 1, 1931, file AG 381 (4-30-31) (Misc.) M, on the above subject, there are transmitted herewith copy numbers 12 and 49, superseded by those received with above letter, of the Ordnance Department Special Mobilization Plan Green No. 2.

2. It is requested that receipt of these documents be acknowledged on the enclosed form.

For the Chief of the Air Corps:

2 Incls
Ord. Green No. 2(In dup.)
Form receipt.

F. M. ANDREWS,
Lieut. Colonel, Air Corps,
Executive.

To General Files
Date
PLANS
A.C.
MAT.
PER.
TR.
INF.
INSP.
PAT.
B. & C.
MED.

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Mat. Div. A. C. 304-Wright Field 12-4-28-20M

SECRET

WAR DEPARTMENT
AIR CORPS
MATERIEL DIVISION
OFFICE OF THE CHIEF OF DIVISION

WRIGHT FIELD, DAYTON, OHIO

December 14, 1931

Subject: Special Mobilization Plan Green No. 2

To: The Chief of the Air Corps,
Attention: War Plans Representative.

1. In compliance with memorandum from your office dated December 9, 1931, above subject, transmitting letter from The Adjutant General dated December 1, 1931 and Copy No. 49, Ordnance Department Special Mobilization Plan Green No. 2 (1930 Revision), the new copy has been inserted in the Plan and the superseded copy is returned herewith.

2. Form receipt is enclosed for your acknowledgment.

For the Chief of the Materiel Division:

A. W. Robins,
Lt. Col., Air Corps,
Executive.

Encl.
Plan, Ord. Dept.
Form receipt.

T. Jones,
Capt., A. C.
Asst. Executive

SECRET

1842

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(9)

December 9, 1931.

MEMORANDUM FOR - Chief, Materiel Division, A.C.,
Wright Field, Dayton, Ohio.

SUBJECT: Special Mobilization Plan Green No. 2.

1. There are transmitted herewith for your information and guidance letter from The Adjutant General, dated December 1, 1931 and Copy No. 49, Ordnance Department Special Mobilization Plan Green No. 2 (1930 Revision), on the above subject.

2. It is requested that the inclosed copy of the Ordnance Department Special Mobilization Plan Green No. 2 be substituted for the copy of this plan now in your possession and that the superseded copy be returned to this office for transmission to The Adjutant General.

3. Receipt of the above documents is requested on the enclosed blank form.

For the Chief of the Air Corps:

W.H. FRANK, Major, Air Corps,
War Plans Representative.

3 Incls.
Letter AGO 12/1/31
Copy of Plan #49
Form Receipt.

General Files
Date
EXEC.
PLANS
T. S. O.
MAT.
PER.
FIN.
INF.
INSP.
PAT.
B. & G.
MED.

SECRET

1843

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(9) apr

October 14, 1931.

Special Corps Area Special Mobilization Plan
Green No. 2, 1928 (1931 Revision).

The Adjutant General.

1. In compliance with instructions contained in letter, from your office, dated September 24, 1931, on the above subject, Par. 2, there are returned herewith copies numbers 49 and 68, Second Corps Area Special Mobilization Plan Green No. 2, 1928, the 1931 Revisions of the Plan being substituted therefor.

2. It is requested that the receipt of these documents be acknowledged on the enclosed form.

For the Chief of the Air Corps:

2 Incls.
2nd.C.A. Plan (In Dup.)
Form receipt.

L. B. JACOBS,
Captain, Air Corps,
Acting Executive.

To General Files
Date
EXEC.
PLANS WF
T. & O.
MAT.
PER.
FIN.
INF.
INSP.
S. & G.
MED.

SECRET

1844

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Div. A. C. 304-Wright Field 12-4-28-20M

SECRET

WAR DEPARTMENT
AIR CORPS
MATERIEL DIVISION
OFFICE OF THE CHIEF OF DIVISION

WRIGHT FIELD, DAYTON, OHIO
October 5, 1931

Subject: Second Corps Area Special Mobilization Plan Green No. 2, 1928.

To: The Chief of the Air Corps
Attention: War Plans Representative

1. In compliance with memorandum from your office dated October 1, 1931 and letter from The Adjutant General dated September 24, 1931, there is returned herewith Copy No. 49, Second Corps Area Special Mobilization Plan Green No. 2, 1928.

2. Copy No. 49 of the 1931 Revision of this Plan has been inserted in accordance with instructions.

3. Form receipt is enclosed for acknowledgment.

For the Chief of the Materiel Division:

H. H. ARNOLD,
Lt. Colonel, Air Corps,
Executive.

Encl.
Plan.
Form Receipt.

SECRET

1845

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apr

October 1, 1931.

MEMORANDUM FOR - Chief, Materiel Division, A.C.,
Wright Field, Dayton, Ohio.

SUBJECT: Second Corps Area Special Mobilization Plan Green No. 2, 1928 (1931 Revision)

1. There is transmitted herewith for your file, copy No. 49, of the above mentioned Mobilization Plan. In compliance with instructions contained in Par. 2, letter from The Adjutant General, attached hereto, it is requested that your superseded copy of the Second Corps Area Plan be returned to this office promptly.

2. It is requested that receipt for the enclosures contained herein be acknowledged on the enclosed form receipt.

For the Chief of the Air Corps:

2 Incls.
2nd C.A. Plan
Form receipt.

H. H. FRANK, Major, A.C.,
War Plans Representative.

To General Files
DIV.
EXEC.
PLANS
T. & O.
MAT.
PER.
FIN.
INF.
INSP.
PAT.
S. & G.
MED.

SECRET

1846

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July 13, 1931.

The Adjutant General's Special Mobilization Plan Green No. 2.

The Adjutant General.

1. In compliance with instructions contained in your letter, dated June 5, 1931, on the above subject, there is returned herewith, in duplicate, the superseded pages of The Adjutant General's Special Mobilization Plan Green No. 2, which pages have been replaced by those transmitted with letter mentioned above. (Reference copies numbers 12 and 40)

2. It is requested that receipt of these pages be acknowledged on enclosed form.

For the Chief of the Air Corps:

J. B. PIBIE, Major, A.C.,
War Plans Representative.

2 Incls.
Page 4 (in dup.)
Table, Item #8 (in dup.)
Form receipt.

SECRET

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1847

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WAR DEPARTMENT
AIR CORPS
MATERIEL DIVISION
OFFICE OF THE CHIEF OF DIVISION

WRIGHT FIELD, DAYTON, OHIO

June 17, 1931

Subject: The Adjutant General's Special Mobilization Plan Green No. 2

To: The Chief of the Air Corps
Attention: War Plans Representative.

1. In compliance with memorandum from your office dated June 15 enclosing letter of June 5, 1931 from The Adjutant General's Office, the revised pages have been incorporated in the Plan and the superseded pages Nos. 4 and 6, pertaining to Copy No. 49, are returned herewith.

2. Form receipt is enclosed for acknowledgement.

For the Chief, Materiel Division:

H. H. Arnold,
Lt. Col., Air Corps,
Executive.

3 Incls.
Pages 4 and 6
Form Receipt.

SECRET

1848

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June 15, 1931.

MEMORANDUM FOR - Chief, Materiel Division, A. C.,
Wright Field, Dayton, Ohio.

SUBJECT: The Adjutant General's Special Mobilization Plan Green No. 2.

1. There is attached hereto Copy No. 49 of the above mentioned plan. It is requested that the instructions contained in the attached letter from The Adjutant General, dated June 5, 1931, on the same subject, be complied with and the superseded pages returned to this office with the least delay possible.

2. It is requested that the attached receipt be accomplished and returned to this office at the same time the superseded pages are returned.

For the Chief of the Air Corps:

2 Incls.
Green No. 2
Form receipt.

J. H. PIRIE, Major, A.C.,
War Plans Representative.

SECRET

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February 3, 1931.

MEMORANDUM FOR - Chief, Materiel Division, A.C.,
Wright Field, Dayton, Ohio.

SUBJECT: Changes No. 3 in Seventh Corps Area Special Mobilization Plan Green No. 2.

1. There is enclosed herewith Copy No. 49 of Changes No. 3 in Seventh Corps Area Special Mobilization Plan Green No. 2 with its accompanying letter from The Adjutant General, dated Jan. 28, 1931 with instructions regarding these changes. You will be governed by this letter of instruction with reference to changes to be made.

2. It is requested that the receipt of this communication be acknowledged on the enclosed form.

For the Chief of the Air Corps:

3 Incls.
Letter AGO
Changes No. 3
Form Receipt.

J. H. PIRIE, Major, A.C.,
War Plans Representative.

SECRET

1850

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(9)

November 19, 1930.

Eighth Corps Area Special Mobilization
Plan Green No. 2 - 1930 Revision.

The Adjutant General.

1. In compliance with instructions contained in letter from your office, dated November 7, 1930, file AG-381 (10-30-30) Misc. C. M., on the above subject there are returned herewith the superseded copies of the Eighth Corps Area Special Mobilization Plan Green No. 2,(COPIES No. 12 and 49).

2. It is requested that the attached form receipt be accomplished and returned to this office.

For the Chief of the Air Corps:

2 Incls.
S.P.G. #2 (in dup.)
Form receipt.

J. H. PIRIE, Major, A.C.,
War Plans Representative.

SECRET

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Mat. Div. A. C. 312-Wright Field 7-31-30-20M

WAR DEPARTMENT
AIR CORPS
MATERIEL DIVISION
OFFICE OF THE CHIEF OF DIVISION

WRIGHT FIELD, DAYTON, OHIO
November 13, 1930

Subject: Eighth Corps Area Special Mobilization Plan
Green No. 2 - 1930 Revision.

To: The Chief of the Air Corps.
Attention: War Plans Representative.

1. Receipt is acknowledgedof memorandum from your office dated November 8, 1930, above subject, enclosing Copy No. 49 of the Eight Corps Area Special Mobilization Plan Green No. 2, 1930 Revision. Accomplished receipt is attached.

2. The Revision has been inserted in its proper place in the Copy in our possession, and the superseded copy is returned herewith as requested.

3. It is requested that the enclosed form receipt be accomplished and returned to this office.

For the Chief, Materiel Division:

H. H. ARNOLD,
Major, Air Corps,
Executive.

by
A. E. Jones,
Capt., A. C.
Asst. Executive.

Encls.
Accomplished Receipt.
Superseded 8th C.A. Plan
Form receipt for signature.

SECRET

1852

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(9)

November 8, 1930.

MEMORANDUM FOR - Chief, Materiel Division, A.C.,
Wright Field, Dayton, Ohio.

SUBJECT: Eighth Corps Area Special Mobilization Plan
Green No. 3 - 1930 Revision.

1. There is forwarded herewith copy No. 49 of the above mentioned Corps Area Special Mobilization Plan Green No. 3, 1930 Revision. It is requested that the revision be substituted for the copy now in your possession, to be returned to this office with as little delay as possible in order that the instructions of The Adjutant General with reference to the superseded copies may be complied with as promptly as possible.

2. It is requested that the enclosed receipt form be accomplished and returned to this office.

For the Chief of the Air Corps:

2 Incls.
8th C.A. S.P.G.#3
Form Receipt.

J. H. PIRIE, Major, A.C.,
War Plans Representative.

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October 18, 1930.

[illegible], Materiel Division, A.C.,
Wright Field, Dayton, Ohio.

SUBJECT: Changes No. 4 in War Department Special Mobilization Plan Green No. 3, 1928.

1. There is attached hereto letter from The Adjutant General, dated October 16, 1930 on the above subject, together with inclosure noted therein. This is furnished you in connection with Copy No. 49 which is charged to you.

2. It is requested that the attached receipt form be accomplished and returned promptly to this office.

For the Chief of the Air Corps:

J. H. PIRIE, Major, A.C.,
War Plans Representative.

2 Incl.
Letter with Incl.
Form Receipt.

SECRET

1854

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October 13,1930.

Changes to Special Mobilization Plan
Green No. 2.

The Adjutant General.

1. In compliance with instructions issued in letters from The Adjutant General, subjects, "Changes No. 2, Seventh Corps Area Special Mobilization Plan Green No. 2" and "Air Corps Special Mobilization Plan Green No. 2", both dated September 23, 1930, there are returned herewith the replaced changes sheets from Copies Nos. 12 and 49.

2. It is requested that the attached form receipt be returned to this office when accomplished.

For the Chief of the Air Corps:

J. H. PIRIE,
Major, Air Corps,
War Plans Representative.

23 Incls. (22 in Dup.)
Pages 5,6, Table No. 1
Table No. 111 to A.C. Special
Mobilization Plan Green No.2 in
duplicate
Pages 8,10,16,18,23,24,30,
Table No. 1, part 1,(3 pages)(In dup.)
Table No. 11(6 pages)Table No. 111
Part 1 (In Dup.) Seventh Corps Area/
Form receipt.

1855

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Mat. Div. A. C. 312-Wright Field 7-31-30-20M

WAR DEPARTMENT
AIR CORPS
MATERIEL DIVISION
OFFICE OF THE CHIEF OF DIVISION

WRIGHT FIELD, DAYTON, OHIO

October 9, 1930

Memorandum for Materiel Liaison Section,
Office, Chief of Air Corps,
Washington, D. C.

Subject: Changes to Seventh Corps Area
Special Mobilization Plan Green No. 2.

1. In compliance with request contained in telephonic conversation of October 9 with Lieutenant Haddon, the withdrawn pages listed below are returned herewith:

Pages 1, 2, and 3 of Table I.

Pages 1, 2, 3, 4, 5, and 6 of Table II.

Pages 1 and 2 of Table III.

William H. Crom,
Major, Air Corps,
Chief, Industrial War Plans Section.

Encls. 12
Pages listed above
Form Receipt.

1856

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Mat. Div. A. C. 312-Wright Field 7-31-30-20M

WAR DEPARTMENT
AIR CORPS
MATERIEL DIVISION
OFFICE OF THE CHIEF OF DIVISION

WRIGHT FIELD, DAYTON, OHIO
October 6, 1930

Memorandum for Materiel Liaison Section,
Office, Chief of Air Corps,
Washington, D. C.

1. In compliance with the request contained in telephonic conversation of October 6 with Lieutenant Haddon, the enclosed copy of Table No. 3 (old copy) is forwarded. This Table was made by this office and was not forwarded previously thru a misunderstanding.

William H. Crom,
Major, Air Corps,
Chief, Industrial War Plans Section.

Encl.
Table 3.

1857

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Mat. Div. A. C. 312-Wright Field 7-31-30-20M

WAR DEPARTMENT
AIR CORPS
MATERIEL DIVISION
OFFICE OF THE CHIEF OF DIVISION

WRIGHT FIELD, DAYTON, OHIO

October 2, 1930

Subject: Changes No. 2, Seventh Corps Area Special Mobilization Plan Green No. 2 and Air Corps Special Mobilization Plan Green No. 2.

To: The Chief of the Air Corps.
Attention: War Plans Representative.

1. In compliance with memorandum from your office dated September 30, 1930, Changes No. 2, Seventh Corps Area Special Mobilization Plan Green No. 2 and Air Corps Special Mobilization Plan Green No. 2 have been inserted.

2. The replaced pages are enclosed herewith, together with receipts signed by the Chief of the Industrial War Plans Section for the changes received, and blank form receipt acknowledging this letter and enclosures for your signature and return.

For the Chief, Materiel Division:

H. H. ARNOLD,
Major, Air Corps,
Executive.

by A. E. Jones,
Capt., A. C.
Asst. Executive.

Encls.
Signed receipts (2)
Blank form receipt (1 in dup.)
7 pages, 7th C.A. Plan
2 pages and Table I, A.C.
Spec. Mob. Plan Green #2.

1858

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apr

September 30, 1930.

MEMORANDUM FOR - Chief, Materiel Division, A.C.,
Wright Field, Dayton, Ohio.

SUBJECT: Changes to Special Mobilization Plan Green No. 2.

1. There are enclosed herewith Changes No. 2, Seventh Corps Area Special Mobilization Plan Green No. 2 and Air Corps Special Mobilization Plan Green No. 2 for your information and necessary action.

2. It is requested that the replaced pages be returned to this Office in order that they may be transmitted to The Adjutant General in compliance with instructions.

For the Chief of the Air Corps:

3 Incls.
Changes to Special Mob. Plan Green No.2
Form Receipt.

J. H. PIRIE, Major, A.C.,
War Plans Representative.

SECRET

1859

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September 25, 1930.

Changes in First and Fifth Corps Area
Special Mobilization Plan Green No. 2.

The Adjutant General.

1. In compliance with instructions received from your office in letter dated September 5, 1930, on the above mentioned subject, file AG 381 (8-9-30) (Misc.) M-C, there are returned herewith the withdrawn pages from Copies Nos. 12 and 49 pertaining to the First and Fifth Corps Area Special Mobilization Plan Green No. 2.

2. In this connection you are advised that, through inadvertence, the pages from one of the copies were torn into pieces and are therefore returned to you in that condition.

For the Chief of the Air Corps:

3 Incls. (In dup.)
Changes to 1st C.A. S.
M. Plan Green No. 2
(Pages 1, 3 & 5 of text; page 1 and 2 of Table No. 1)
Changes to 5th C.A. S.
M. Plan Green No. 2
(Pages 3 and 4 of text; Tables No. 1-A, 1-B, 11-A and 1V)
Form Receipt.

J. H. PIRIE,
Major, Air Corps,
War Plans Representative.

1860

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Mat. Div. A. C. 812-Wright Field 11-6-29-42M

SECRET

WAR DEPARTMENT
AIR CORPS
MATERIEL DIVISION
OFFICE OF THE CHIEF OF DIVISION

WRIGHT FIELD, DAYTON, OHIO

September 18, 1930

Subject: Changes in First and Fifth Corps Area
Special Mobilization Plan Green No. 2.

To: The Chief of the Air Corps,
Attention: War Plans Representative.

1. Changes in First and Fifth Corps Area Special Mobilization Plan Green No. 2 have been made in compliance with memorandum from the War Plans Representative, Office Chief of Air Corps, dated September 16, 1930.

2. The withdrawn pages are returned in accordance with instructions in memorandum referred to above.

For the Chief, Materiel Division:

H. H. ARNOLD,
Major, Air Corps,
Executive.

Encls.
Pages 1,3,& 5 of text (1st C.A.)
Table No. 1 (pages 1 & 2).
Pages 3 and 4 of text (5th C.A.)
Tables No. 1-A, 1-B, 11-A and IV.
Form Receipt.

SECRET

1861

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HVH/ab

3 2d Ind. (9)

War Department, Office, Chief of the Air Corps, Washington, D.C., September 16, 1930 - To The Adjutant General.

1. Attached hereto are sixty (60) copies, each, of Pages 5 and 6 and Tables I and III, pertaining to the Air Corps Special Mobilization Plan Green No. 2, revised as directed by 2nd Indorsement above.

2. Table III, although not referred to in Par. 3, 1st Indorsement, and in Par. 2, 2nd Indorsement, above, has been revised to be in agreement with the approved changes. Both Tables I and III have been revised, not by deleting column (Port of Embarkation) as previously recommended in Par. 3, 1st Indorsement, but by adding to the data of the column appropriate reference notes. It is apparent that even though the aircraft may be flown and not accompany its unit, yet the data in the column (Port of Embarkation) still applies to the remainder of the unit.

3. The data in Table III relative to "present equipment" and "where flying equipment is obtained" has been revised to date of August 1, 1930.

For the Chief of the Air Corps:

John H. Pirie,
Major, Air Corps,
War Plans Representative.

4 Incl. (60 copies each)
Page 5,
Page 6,
Table I,
Table III.

SECRET

1862

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War Department
The Adjutant General's Office
Washington

RLC/ACW

AG 381 (6-9-30)

June 12, 1930

SUBJECT: Air Corps Special Mobilization Plan Green No. 2.

TO: The Chief of Air Corps.

1. Since the present Army Strategical Plan Green No. 2 and Supporting Mobilization plans based thereon were issued, an agreement has been reached with the Navy Department whereby an airplane carrier, after delivery of its planes at Vera Cruz, will be sent to Galveston, Texas, to transport Army aviation units pertaining to the First Army to Vera Cruz. Pending a revision of Army Strategical Plan Green No. 2, and War Department Special Mobilization Plan Green No. 2, incorporating the above therein, it is desired that the Air Corps Special Mobilization Plan Green No. 2 be so revised as to provide for the movement to, and concentration at, Galveston, Texas, by air of all aviation units allotted to the First Army, which are not to be flown to Vera Cruz, preparatory to their transportation by this aircraft carrier to Vera Cruz. For planning purposes it will be assumed that the date of this concentration of air units at Galveston will not be later than 15 M.

2. It is desired that a rough draft of the proposed Air Corps plans for effecting the above concentration at Galveston, Texas, be furnished the War Department for approval as soon as practicable.

By order of the Secretary of War:

(sgd) Robert L. Collins
Adjutant General.

1 Incl. (Form receipt0

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1st Ind. (3-C)

War Department, O.C.A.C., Washington, D.C., June 30, 1930 - To The Adjutant General.

1. All aircraft of the First Field Army can be flown to their destination, except those of the pursuit type, which will be transported by aircraft carriers.

2. In order to accomplish this change, the Air Corps Special Mobilization Plan Green No. 2 should be revised as follows:

Par. 12 c, page 5 - deleted and the following substituted therefor:

"(1) All aircraft, except pursuit, destined for the First Field Army in commission and those which can be placed in commission and flown to San Antonio, Texas by M ∕ 5 days will be flown to that point and will then proceed under their own power by air to Vera Cruz in such time as to enable them to arrive at that point when desired and notified by the Commanding General of the First Field Army. The route to be followed from San Antonio, Texas to Vera Cruz will be as dictated by the senior Air Corps officer commanding these combined Air Corps units.

"(2) All pursuit airplanes destined for the First Field Army will be flown to Fort Crockett, Galveston, Texas, so as to arrive thereat not later than M ∕ 15. These airplanes will be transported by the United States Navy aboard one of their carriers to Vera Cruz. The method of loading will be as recommended by the naval officer concerned."

3. Table I, First Field Army, Air Corps Annex, should have the fifth column (Ports of Embarkation) deleted, inasmuch as the aircraft will be flown or transported in a flying condition rather than disassembled and crated.

For the Chief of the Air Corps:

(sgd) T. W. Hastey,
Captain, Air Corps,
Acting War Plans Representative.

1 incl.
Form receipt

SECRET

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1864

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AG 381 (6-9-30)
(Misc.) C 2nd Ind. RLC/ACH

War Department, A.G.O., July 10, 1930.- To the Chief of Air Corps.

1. The proposed revision of the Air Corps Special Mobilization Plan Green No. 2, as contained in 1st Indorsement, is approved.

2. Sixty (60) copies of pages 5 and 6 and Table I pertaining to the Air Corps Special Mobilization Plan Green No. 2, revised as indicated in the 1st Indorsement, will be furnished this office as soon as practicable for distribution by the War Department to the proper agencies concerned.

By order of the Secretary of War:

[redacted]
Adjutant General.

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Mat. Div. A. C. 312-Wright Field 11-6-29-42M

SECRET

WAR DEPARTMENT
AIR CORPS
MATERIEL DIVISION
OFFICE OF THE CHIEF OF DIVISION

WRIGHT FIELD, DAYTON, OHIO
September 11, 1930

Subject: Air Corps Special Mobilization
Plan Green No. 2.

To: The Chief of the Air Corps,
Attention: Chief, Plans Division.

1. In compliance with memorandum from your office dated August 25, above subject, there are enclosed herewith sixty (60) copies of Table No. I, and sixty-one (61) copies of Table No. III.

2. The sixty-first copy of Table III is for your file, and an additional copy of Table No. I will be forwarded to your office as soon as possible, probably next Tuesday, the 16th.

For the Chief of the Division:

H. H. ARNOLD,
Major, Air Corps,
Executive.

by [signature]
Capt, A. C.

Encls. 124
121 Charts
Ltr. AGO 6/12/30 with
1st and 2nd Inds.
Proposed draft of 3d Ind.
Form Receipt.

SECRET

1866

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RADIO HVH-sr

Air Corps

- XXXXXXXXXXXXXXXXXXXXXXXXX

AUGUST 29, 1930

CHIEF, MATERIEL DIVISION, AIR CORPS,

WRIGHT FIELD,

DAYTON, OHIO.

..... REFERENCE CONVERSATION THIS DATE MAJOR CROM LIEUTENANT BEVERIDGE COMPLETE REVISION CHART THREE BEFORE REPRODUCTION.

FECHET

1867

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HVH-sr
(9)

August 25, 1930

MEMORANDUM FOR - Chief, Materiel Division, Air Corps,
Wright Field, Dayton, Ohio.

SUBJECT - Air Corps Special Mobilization
Plan Green No. 2.

1. Attached hereto find copy of letter, dated June 12, 1930, with indorsements thereto, from the War Department relative to changes in the Air Corps Special Mobilization Plan Green No. 2, as well as proposed draft of reply to 2nd Indorsement.

2. Also attached find copy of Table I and an extract of Table III, revised.

3. It is requested that sixty (60) copies, each, of Table I and all of Table III, as revised, be reproduced and forwarded to this office, with the least practicable delay.

B. D. FOULOIS,
Brigadier General, A.C.,
Chief, Plans Division.

4 Incls.
Incl. 1 - Ltr. fr. The AGO, 6/12/30,
with 1st and 2nd Inds.
Incl. 2 - Proposed draft of 3rd Ind.
Incl. 3 - Table I - First Field Army
Incl. 4 - Table III - Flying Equipment (extract)

SECRET

1868

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(9)

September 16, 1930.

MEMORANDUM FOR - Chief, Materiel Division, A.C.,
Wright Field, Dayton, Ohio.

SUBJECT: Changes in First and Fifth Corps Area Special Mobilization Plan Green No. 2.

There is enclosed herewith letter from the Adjutant General on the above mentioned subject and enclosures thereto. It is requested that these changes be accomplished as soon as possible and the withdrawn pages be returned to this office in order that they may be returned in accordance with instructions in basic communication.

For the Chief of the Air Corps:

Incls.
AGO letter, 9/5/30
with incls. as listed

J. H. PIRIE,
Major, Air Corps,
War Plans Representative.

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AG 381 (8-11-30)
(Misc.) 1st Ind. ACW

War Department, A.G.O., August 13, 1930.- To the Chief of Air Corps.

With reference to Changes No. 3, War Department Special Mobilization Plan Green No. 2, referred to in basic letter, it will be noted that page 6, Table I, and page 3, Table II, are also obsolete. It is requested that these pages now contained in copies Nos. 12 and 49 of this plan be returned to this office.

By order of the Secretary of War:

Incls. withdrawn. Adjutant General.

2nd Ind. (9)

War Department, C.C.A.C., August 22, 1930 - To The Adjutant General.

In compliance with 1st Indorsement, there are attached hereto page 6, Table 1 and page 3, Table II, in duplicate. For your information receipt of this correspondence was returned to your office August 14, 1930.

For the Chief of the Air Corps:

3 Incls.
table 1, sheet 6(in duplicate)
table 11, sheet 3 (in duplicate)
form receipt.

B. D. FOULOIS,
Brigadier General, A.C.,
Chief, Plans Division.

SECRET

1870

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August 14, 1930.

MEMORANDUM FOR - Chief, Materiel Division, Air Corps,
Wright Field, Dayton, Ohio .

With reference to your memorandum, dated August 7, 1930, subject, "Changes No. 3 - War Department Special Mobilization Plan Green No. 2" returning substituted sheets to the Green Plan No. 2, it will be noted that page 6, Table 1 and page 3, Table 11, are also obsolete. It is requested that these pages now contained in copy No. 49, which is in your possession, be returned to this office immediately in order that they may be returned to The Adjutant General.

For the Chief of the Air Corps:

1 Incl.
Form Receipt.

B. D. FOULOIS,
Brigadier General, A.C.,
Chief, Plans Division.

SECRET

1871

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[redacted]312-Wright Field 11-6-29-42M

SECRET

WAR DEPARTMENT
AIR CORPS
MATERIEL DIVISION
OFFICE OF THE CHIEF OF DIVISION

WRIGHT FIELD, DAYTON, OHIO

August 10, 1930

Subject: Circular No. 3 - Air Corps Circular, Part 1
Modification of Circular No. 3.

To: The Chief of the Air Corps.

1. In compliance with instructions from your office dated August 1, above reference, there are enclosed herewith page 6 of Table I and page 3 of Table II which are revised.

For the Chief, Materiel Division:

H. H. Arnold,
Major, Air Corps,
Executive.

Encl. 2
Page 6, Table II
Page 3, Table I.
Form Revised.

SECRET

1872

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August 11, 1930.

Changes No. 3 in War Department Special Mobilization Plan Green No. 2

The Adjutant General.

1. There are returned herewith the withdrawn pages from the War Department Special Mobilization Plan Green No. 2, copies No. 12 and 49 which have been replaced by changes furnished this office by letter from The Adjutant General, July 31, 1930, on the above mentioned subject.

2. For your information you are advised that receipt for these documents was sent forward August 4, 1930, day of receipt of same in the Office of the Chief of the Air Corps.

For the Chief of the Air Corps:

15 Incls.(1 to 14 in duplicate)
Pages 2,3,4,5,6,11,15 of text)
Pages 1,2,3,4 and 5 of Table 1)
Pages 1 and 2 of Table 11)
Form Receipt.

B. D. FOULOIS,
Brigadier General,A.C.,
Chief, Plans Division.

1873

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Mat Div 2. 312-Wright Field 11-6-29-42M

SECRET

WAR DEPARTMENT
AIR CORPS
MATERIEL DIVISION
OFFICE OF THE CHIEF OF DIVISION

WRIGHT FIELD, DAYTON, OHIO

August 7, 1930

Subject: Changes No. 3 - War Department Special Mobilization Plan Green No. 2.

To: The Chief of the Air Corps.

Attention: Chief, Plans Division.

1. In compliance with memorandum from your office dated August 4, enclosing letter from The Adjutant General's Office dated July 31, 1930, file AG 301 (7-22-30)(Misc.)MC, the changes have been inserted and replaced pages and charts are returned herewith.

2. It is desired to call attention to the fact that Page 17 of text was not included in the copy of the Plan in our possession. The new Page 17, which is a distribution list, has been inserted.

For the Chief of Division:

H. H. Arnold,
Major, Air Corps,
Executive.

Encls. 15.
Pages 2, 3, 4, 5, 6,
11, 13,
Pages 1, 2, 3, 4, 5,
of Table No. I.
Pages 1 and 2, Table No. II.
Form Receipt.

SECRET

1874

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August 4, 1930.

MEMORANDUM FOR - Chief, Materiel Division, Air Corps, Wright Field, O.

SUBJECT: Changes No. 3 in War Department Special Mobilization Plan Green No. 2.

With reference to the attached, it is requested that changes be inserted and replaced pages and charts be returned to this office with the least possible delay in order that they may be transmitted to The Adjutant General as instructed.

For the Chief of the Air Corps:

B. D. FOULOIS,
Brigadier General, A.C.,
Chief, Plans Division.

1875

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CBBB-sr
(3-C)

1st Ind.

War Department, O.C.A.C., Washington, D.C., June 30, 1930 - To The Adjutant General.

1. All aircraft of the First Field Army can be flown to their destination, except those of the pursuit type, which will be transported by aircraft carriers.

2. In order to accomplish this change, the Air Corps Special Mobilization Plan Green No. 2 should be revised as follows:

Par. 12 c, page 5 - deleted and the following substituted therefor:

"(1) All aircraft, except pursuit, destined for the First Field Army in commission and those which can be placed in commission and flown to San Antonio, Texas by M + 5 days will be flown to that point and will then proceed under their own power by air to Vera Cruz in such time as to enable them to arrive at that point when desired and notified by the Commanding General of the First Field Army. The route to be followed from San Antonio, Texas to Vera Cruz will be as dictated by the senior Air Corps officer commanding these combined Air Corps units.

"(2) All pursuit airplanes destined for the First Field Army will be flown to Fort Crockett, Galveston, Texas, so as to arrive thereat not later than M + 15. These airplanes will be transported by the United States Navy aboard one of their carriers to Vera Cruz. The method of loading will be as recommended by the naval officer concerned."

3. Table I, First Field Army, Air Corps Annex, should have the fifth column (Ports of Embarkation) deleted, inasmuch as the aircraft will be flown or transported in a flying condition rather than disassembled and crated.

For the Chief of the Air Corps:

T. W. HASTEY,
Captain, Air Corps,
Acting War Plans Representative.

1 Incl.
Form receipt.

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AG 381 (6-9-30)
(Misc.)C

RLC/ACW

June 12, 1930.

SECRET
JUN 1
T. A. G.

SUBJECT: Air Corps Special Mobilization Plan Green No. 2.

TO: The Chief of Air Corps.

1. Since the present Army Strategical Plan Green No. 2 and Supporting Mobilization plans based thereon were issued, an agreement has been reached with the Navy Department whereby an airplane carrier, after delivery of its planes at Vera Cruz, will be sent to Galveston, Texas, to transport Army aviation units pertaining to the First Army to Vera Cruz. Pending a revision of Army Strategical Plan Green No. 2, and War Department Special Mobilization Plan Green No. 2, incorporating the above therein, it is desired that the Air Corps Special Mobilization Plan Green No. 2 be so revised as to provide for the movement to, and concentration at, Galveston, Texas, by air of all aviation units allotted to the First Army, which are not to be flown to Vera Cruz, preparatory to their transportation by this aircraft carrier to Vera Cruz. For planning purposes it will be assumed that the date of this concentration of air units at Galveston will not be later than 15 M.

2. It is desired that a rough draft of the proposed Air Corps plans for effecting the above concentration at Galveston, Texas, be furnished the War Department for approval as soon as practicable.

By order of the Secretary of War:

Robert L. Oellu

Adjutant General.

1 Incl. (Form receipt).

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1877

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312-Wright Field 11-6-29-42M

WAR DEPARTMENT
AIR CORPS
MATERIEL DIVISION
OFFICE OF THE CHIEF OF DIVISION

WRIGHT FIELD, DAYTON, OHIO

[illegible], 1940.

Subject: Air Corps Special Modification Program No. [illegible].

To: The Chief of the Air Corps.

1. Receipt is acknowledged of memorandum dated June [illegible], 1940 enclosing copy of letter from The Adjutant General, dated June [illegible], 1940, file AG 580 (6-5-40)(Misc.)C, on the above subject, as well as a draft of a proposed 1st Indorsement.

2. Study of these papers has been made and the 1st Indorsement as proposed is concurred in by this office.

For the Chief of the Materiel Division:

James Nichol

JAMES H. PIDDUK,
Lt. Col., Air Corps,
Executive.

3 Incls.
Incl. 1 - Draft of 1st Ind. to [illegible]
Incl. 2 - Copy of ltr. fr. TAG [illegible], 6/12/40 file AG 580 (6-5-40)(Misc.)C
Incl. 3 - Form receipt.

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(3-C)

June 23, 1930

MEMORANDUM FOR - Chief, Materiel Division, Air Corps,
Wright Field, Dayton, Ohio.

SUBJECT - Air Corps Special Mobilization Plan Green No. 2.

1. Attached hereto find copy of letter from The Adjutant General, dated June 12, 1930, file AG 381 (6-9-30)(Misc.)C, on the above subject, as well as a draft of a proposed 1st Indorsement answering this communication.

2. It is requested that you make a study of these papers and offer such comment or additional recommendations as you deem necessary. It is further requested that this matter be expedited.

CHAS. B. B. BUBB,
Captain, Air Corps,
Acting War Plans Representative.

3 Incls.
Incl. 1 - Draft of 1st Ind. to The AGO
Incl. 2 - Copy of ltr. fr. The AGO, 6/12/30 file AG 381 (6-9-30)(Misc.)C
Incl. 3 - Form receipt.

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WAR DEPARTMENT
The Adjutant General's Office
Washington

AG 381 (2-5-30)
(Misc.) M-C

February 7, 1930.

COPY

SUBJECT: Mobilization of Air Corps units pertaining to War Department Special Mobilization Plans.

TO: All Corps Area Commanders, All Chiefs of War Department Arms and Services, and the Chief of the Militia Bureau.

1. It is expected that the preparation and issue of new Tables of Organization for Air Corps units will be delayed until July 1, 1930, or later.

2. Until the new tables become effective, there will be no change in the provisions of War Department Special Mobilization Plans, or plans based thereon, for the mobilization of Air Corps units which under existing Tables of Organization are a component part of other units.

3. If, in the mobilization of Air Corps units under any War Department Special Mobilization Plans there appears to be conflict between these plans and A.R. 120-10, as to the responsibility for mobilization of such units, A.R. 120-10 will govern.

4. It is requested that the receipt of this communication be acknowledged on the inclosed form.

By order of the Secretary of War:

1 Incl.
corm receipt.

(Sgd.) C. H. BRIDGES,
Major General
THE ADJUTANT GENERAL.

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(3-C)
apr

February 20, 1930.

MEMORANDUM FOR - Chief, Materiel Division.

SUBJECT: Changes No. 2, War Department Special Mobilization Plan Green No. 2, 1928.

1. There is forwarded herewith your copy of letter from The Adjutant General on the above mentioned letter.

2. It is requested that the attached receipt be accomplished and returned to this office.

2/Atts.
Letter AGO
blank receipt form

T. D. MILLING, Major, A.C.
War Plans Representative.

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(3-C)

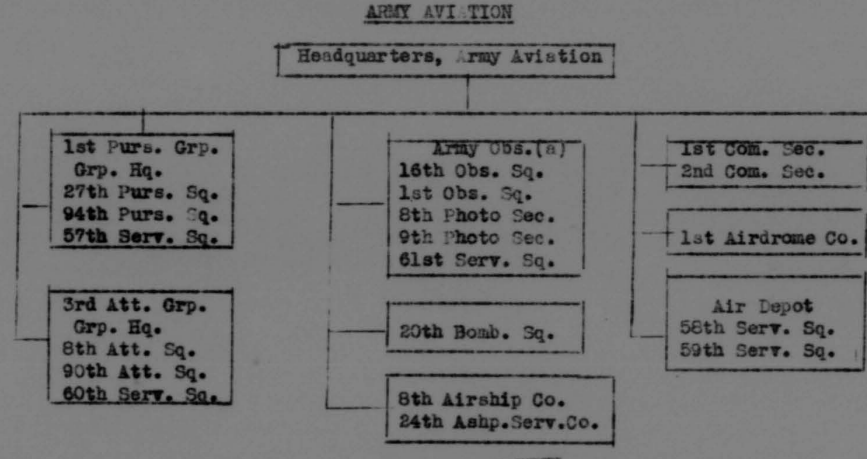
January 15, 1930

MEMORANDUM FOR - Assistant Chief of Staff, W.P.D.,
Attention - Lieut. Col. C. L. Sampson:

SUBJECT -- Theatre of Operations Plan, Green No. 2.

1. In compliance with instructions contained in memorandum, your office, dated January 9, 1930 - subject: "Theatre of Operations Plan, Green No. 2" - the following is submitted.

2. To accomplish the mission of the 1st Army, as outlined in Paragraph 2, your memorandum, it is desired to organize and assign the air units allotted in Paragraph 1 as follows:



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CORPS AVIATION

1st Corps Aviation (a)(b)	2nd Corps Aviation (a)(b)
5th Observation Sq.	22nd Observation Sq.
12th Observation Sq.	88th Observation Sq.
14th Photo Sec.	4th Photo Sec.
1st Photo Sec.	7th Photo Sec.

Notes: (a) Group Headquarters should be provided. Until the plan is revised it will be necessary to draw the personnel for this purpose from the units assigned. When the plan is revised the necessary hea quarters units should be included.

(b) Due to the fact that no air depot is provided it will be necessary to use the two service squadrons, which should be assigned the Corps Groups, for this purpose leaving them without the assistance of the necessary repair and maintenance facilities required to properly function. The revised plan should remedy this condition.

3. It will be noted that at least two weaknesses in the plan become at once apparent:

1st - That in attempting to improvise an air depot from two service squadrons, facilities for any repair work, other than that of a minor nature, will not exist, necessitating either the returning of aircraft to the continental United States for major overhaul or more probably the eventual organization of a regular air depot for the repair of equipment requiring major overhaul.

2nd - The units assigned to the First and Second Corps have neither a headquarters unit nor a service squadron. The headquarters unit, pending the revision of this plan, could be taken from the personnel available in the Air Corps units in the Corps concerned. However, they will still lack a service squadron and it is not known how this deficiency can be overcome without adding such a unit to each Corps.

4. When the new Tables of Organization have been approved, then this matter should be reopened with a view to ironing out inconsistencies in this plan. As an example, under the new Tables of Organization there will be

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available for just such expeditions as this a depot headquarters squadron, depot supply squadron, depot repair squadron and a depot transport squadron, which will take care of the work now evolving on the two service squadrons which are to constitute the Air Corps depot.

The aforementioned tables have been approved in principle by the War Department but, of course, are not operative at this time. Copies of these tables which have been furnished the War Department are as follows:

Headquarters Depot Squadron	No. 589-W
Depot Supply Squadron	No. 590-W
Depot Repair Squadron	No. 591-W
Depot Transport Squadron	Not numbered as yet.

5. In connection with Paragraph 1 c, your memorandum, it is recommended that pending the placing into operation of the new Tables of Organization, instructions along the following lines issue by the War Department to the various services, branches and corps areas concerned:

"Pending the date when the new Tables of Organization of the Air Corps become effective all special color War Plans which have already provided for aviation as an organic part of a unit will still be considered as a unit to be mobilized as provided for in said plans. The responsibility for the mobilization, training, et cetera, will also remain as outlined in these plans."

For the Chief of the Air Corps:

T. D. Milling,
Major, Air Corps,
War Plans Representative.

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WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
WAR PLANS DIVISION
WASHINGTON

January 9, 1930.

MEMORANDUM FOR CAPTAIN BUBB, AIR CORPS:

Subject: Theater of Operations Plan, Green No. 2.

1. a. Under the provisions of Special Mobilization Plan Green No. 2, based upon Army Strategical Plan Green No. 2, the following Air Corps units are allocated to the First Army:

Headquarters, 1st Pursuit Group
Headquarters, 3rd Attack Group
8th and 90th Attack Squadrons
27th and 94th Pursuit Squadrons
20th Bombardment Squadron
8th Airship Company
24th Airship Service Company
1st and 2nd Communications Sections
1st Airdrome Company
57th and 61st Service Squadrons
16th Observation Squadron
9th Photo Section
60th Service Squadron
58th Service Squadron
59th Service Squadron.

b. In addition to the above units, the following were to be mobilized as parts of the 1st Cavalry Division, the 1st, 2nd, 4th and 5th Infantry Divisions:

1st Observation Squadron
5th Observation Squadron
22nd Observation Squadron
88th Observation Squadron
12th Observation Squadron
8th Photo Section
14th Photo Section
4th Photo Section
7th Photo Section
1st Photo Section.

1885

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c. It should be noted at this time that since Air Corps units have been withdrawn from divisions, that there are no provisions made in existing Mobilization Plan for the mobilization of the units shown under subparagraph b above. This should be noted by your office for the purpose of taking up at the proper time with Mobilization Branch, G-3 Division, the matter of bringing the Mobilization Plan up to date.

2. Under Army Strategical Plan Green No. 2, the First Army has the mission of landing at Vera Cruz, advancing to Mexico City via Jalapa and capturing that place. The First Army under this Plan is to be organized into two corps of two infantry divisions each, and Army troops consisting of 1st Cavalry Division, 2 separate infantry regiments, artillery, aviation units shown above, and certain service units.

3. The Theater of Operations Plan for the Commanding General, First Army, is now in preparation in this Division. One of the first steps in the preparation of this Plan is to allocate the forces available to Corps and Army. Based upon the organization described in the preceding paragraph, it is desired that you take the above air units available and allocate them to Corps and Army in such a manner as to best carry out the mission indicated in the second paragraph.

4. In the proposed plan of operation, First Army, it should be noted that the Army will be advancing on a very narrow front and until the plateau is reached, which is about 100 miles from Vera Cruz, probably not more than one division will be in the front line at a time.

C. L. SAMPSON,
Lieut. Colonel, General Staff.

eb

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WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

MEMORANDUM for Rep

.32 Pur Rep
.17 Bomb
.08 Obs
.36 Att.
.16 Gp Hq
.12 Ambs

.30 Pur
.14 Bomb
.10 Obs
.30 Att
.20 Gp Hq
.05 Amb
.02 Airdrome
.09 Misc

DAVENPORT JOHNSON
Major, Air Corps,
War Plans Section,
Training & Operations Division.
Room 2636 Branch 2231

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	Su	M	W	Th	F
Test block					
MACHINE SHOP DEPARTMENT					
Machine shop					
Metal plating					
Sheet metal					
Radiator					
Fittings					
Blacksmith shop					
Foundry					
Welding					
Heat treating					
FINAL ASSEMBLY					
Engine installation					
Assembly					
Flight test					
LUBRICATION					
RECLAMATION					
JANITOR OR WATCHMAN					
MAINTENANCE EMPLOYEES					
General laborers					
TOTAL					

ENGINEER OFFICER.

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1

① Ky 589W

Off. 10
Enl. 90

② Jay 590W

Off 9
Enl 190

② Ky 591W

Off 9
Men 96

① Seaport

Off. 1
Enl. 16

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(3-C) CSBB/ab

December 21, 1929

MEMORANDUM FOR: Chief, Materiel Division, Air Corps,
Wright Field,
Dayton, Ohio.

Subject: Finance Plan pertaining to War Department Special Mobilization Plan Green, No. 2.

1. Inclosed is your copy No. 49, Finance Plan, pertaining to War Department Special Mobilization Plan Green, No. 2.

2. It is requested that the receipt of this communication be acknowledged on the inclosed form.

T. D. MILLING,
Major, Air Corps,
War Plans Representative.

By:

Davenport Johnson,
Major, Air Corps.

2 Incls.
Finance Plan
Receipt Form.

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WAR DEPARTMENT
The Adjutant General's Office
Washington.

AG 381 (12-6-29)
(Misc.) M-C

December 16, 1929.

SUBJECT: Distribution of Finance Plan, Green No. 2.

TO: **The Chief of Air Corps.**

SECRET
December 16, 1929.
T.A.G. P&C

1. Inclosed is COPY NOS. 12&49 Finance Plan, pertaining to War Department Special Mobilization Plan Green No. 2,

2. It is requested that the receipt of this communication be acknowledged on the inclosed form.

By order of the Secretary of War:

L.H. Bridges

Major General,
The Adjutant General.

2 Incls.

COPY NO 12&49 of Finance Plan.
Form receipt.

Change made 12-20-29 CMW

SECRET

1891

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INDEX SHEET

File Under No GREEN PLAN #2.

Date 10/15/29

SYNOPSIS:

From: O.C.A.C. (War Plans Section)

To: The Adjutant General - 2nd Indorsement.

Acknowledging receipt of requisitions from the 7th Corps Area based on Special Plans Green, Nos. 1 and 2, and Special Plan Yellow and answering questions on same.

Original filed under No. SPECIAL PLAN GREEN #1 (Mobilization Plan)

WAR DEPARTMENT
O. C. A. S. Form No. 145

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INDEX SHEET

File Under No. GREEN PLAN #2.

Date 10/3/29

SYNOPSIS:

To: Chief, Material Division

Enclosing letter dated Sept. 24, 1929, from Hdqrs., 7th Corps Area, subject: Status of Requisitions required by War Dept. Special Plans Green No. 1, Green No. 2, and Yellow.

Original filed under No. SPECIAL PLAN GREEN #1, (~~Defense Project~~) Mobilization Plan

WAR DEPARTMENT
O. C. A. S. Form No. 148

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(3-C)

1113

August 19, 1929

MEMORANDUM FOR - Chief, Materiel Division,
Attention - Industrial War Plans Section
Wright Field, Dayton, Ohio.

SUBJECT -- Distribution of Special Mobilization Plan Green No. 2.

1. Enclosed, herewith, find your Copy No. 49 - War Department Special Mobilization Plan Green No. 2, Branch Plans 1928 and Copy No. 49 - War Department Special Mobilization Plan Green No. 2, Corps Area Plans 1928, as well as copy of letter, dated August 5, 1929, from The Adjutant General, subject: "Distribution of Special Mobilization Plan Green No. 2", to which your attention is particularly invited to paragraph 2 thereof.

2. It is requested that receipt of this communication and attachments be acknowledged on the attached form.

By order of the Chief of the Air Corps:

T. D. MILLING,
Major, Air Corps,
War Plans Representative.

4 Incls.
Copy No. 49 - WD SMP Green No. 2, Br.Plans 1928
" " 49 - WD SMP Green No. 2, Corps Area Plans 1928
Copy of ltr. fr. The AGO, 8/5/29
Receipt form.

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1

WAR DEPARTMENT
The Adjutant General's Office
Washington.

AG 381 (7-30-29)
(Misc.) C. M.

August 5, 1929.

SUBJECT: Distribution of Special Mobilization Plan Green No. 2.

TO: The Chief of Air Corps.

SECRET
August 5, 1929.
T.A.G. 0226

1. Inclosed for your information and appropriate action is COPY NO. 12 & 49 of Corps Area Plans, and COPY NO. 12 & 49 of Chiefs of Arms' and Services' Plans, based upon the War Department Special Mobilization Plan Green No. 2.

2. In order to obviate extensive correspondence in connection with these plans, all concerned will be called upon at a later date for such constructive criticisms and changes in these plans as may seem necessary or desirable.

3. It is requested that the receipt of this communication be acknowledged on the inclosed form.

By order of the Secretary of War:

P. C. Bridges
Major General,
The Adjutant General.

3 Incls.
Copy No. 12 & 49 Corps Area Plans.
" " " Chiefs of Arms and Services Plans.
Form receipt.

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(Z-D)

June 18, 1929.

Air Corps Specialization Plan Green No. 2.

7014

The Adjutant General.

1. In compliance with 3rd Ind, AG 381 (4-13-29)(Misc.)C, dated June 11, 1929, there are forwarded sixty (60) copies of the approved plan.

2. It is requested that the inclosed receipt form be accomplished and returned to this office.

For the Chief of the Air Corps:

Atts.
60 copies app. plan
receipt form.

CHAS. B. B. WEBB,
Captain, Air Corps,

PCH:

T. D. MILLING, Major, A.C.,
War Plans Representative.

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2nd Ind. (3-D)

May 7, 1929. To - The Adjutant General.

There is enclosed, herewith, proposed draft of the Air Corps Special Mobilization Plan Green No. 2 (in quadruplicate) which has been corrected to incorporate changes recommended in 1st Indorsement.

For the Chief of the Air Corps:

T. D. MILLING,
Major, Air Corps,
War Plans Representative.

2 Incls.
A.S. S. M. Plan Green No. 2 (in quad.)
~~Form~~ receipt.

16 Rec'd Back A.C.O. MAY 7 1929

REC'D. G-3 MAY 8 1929

6197-171

AG 381 (4-13-29)
(Misc.) C 3rd Ind. RLC/ACW

War Department, A.G.O., June 11, 1929.- To the Chief of Air Corps.

1. The proposed rough draft of the Air Corps Special Mobilization Plan Green No. 2, returned herewith, is approved.

2. It is requested that sixty (60) copies of this plan complete with tables and without binders, be prepared and forwarded to this office for distribution to the proper agencies concerned.

By order of the Secretary of War:

John L. Collins
Adjutant General.

1 Incl.
A.C. S. M. Plan Green No. 2 in ~~quadruplicate~~ Duplicate.

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ADDRESS REPLY TO
CHIEF OF AIR CORPS
WAR DEPARTMENT
WASHINGTON, D. C.

SECRET

WAR DEPARTMENT
OFFICE OF THE CHIEF OF AIR CORPS
WASHINGTON

(3-D)

April 13, 1929

SUBJECT: Air Corps Branch Plan to the War Department Special Mobilization Plan - Green No. 2.

TO: The Adjutant General.

1. In compliance with paragraph 3, letter AG 381 (12-6-28) (Misc.) M-C, dated December 7, 1928, a rough draft, in quadruplicate, of the Air Corps Branch Plan is attached hereto.

2. It is requested that the receipt of this communication be acknowledged on the inclosed form.

Receipt ack'd 4-15-29 R.B.Q./acw

For the Chief of the Air Corps:

T. D. MILLING,
Major, Air Corps,
War Plans Representative.

16 Received A. G. O. APR 15 1929

1 incl., in quadruplicate, together with attachments.

REC'D G-3 APR 15 1929
G97-17

(12-6-28) 381 (Misc.) M-C

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APR 2 6 1929

T. A. G.

AG 381 (4-13-29)
(Misc.)C 1st Ind. RLC/CCD

War Department, A.G.O., April 26, 1929. - To the Chief of Air Corps.

1. The proposed draft of the Air Corps Special Mobilization Plan Green No. 2 is approved subject to the following remarks:

(a) In order to conform to recent War Department orders and for the sake of uniformity in the preparation of Special Mobilization Plans by Chiefs of Arms and Services, it is suggested that the title of the proposed Air Corps Branch Plan be changed to read "Air Corps Special Mobilization Plan Green No. 2."

(b) Compliance with sub-paragraph 26 a (1) of War Department Special Mobilization Plan Green No. 2 is requested.

(c) It is desired that a table be prepared for inclusion in the plan showing for organizational equipment:

(1) The First Army. Ammunition and bombs to be loaded with each unit, and date these should arrive at Ports of Embarkation.

(2) The Border Guard. Ammunition and bombs to be furnished each unit.

2. It is requested that when the above changes have been incorporated in the Chief of Air Corps' Plans, that the plans be returned to this office for further study, by the War Department.

By order of the Secretary of War:

Robert C. Collins
Adjutant General.

2 Incls.
Air Corps Branch Plan, S.M.
Plan Green No. 2 (in quad.)
Form receipt.

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Mat. Div. A. C. 304-Wright Field 12-4-28-20M

WAR DEPARTMENT
AIR CORPS
MATERIEL DIVISION
OFFICE OF THE CHIEF OF DIVISION

WRIGHT FIELD, DAYTON, OHIO

June 15, 1929

Subject: Air Corps Special Mobilization Plan Green No. 2 - Table No. 3.

To: The Chief of the Air Corps.

Attention: War Plans Representative, Training and Operations Div.

1. As requested in memorandum of June 12 from the War Plans Representative, there are being forwarded under separate cover sixty (60) copies of Table No. 3, Flying Equipment, to the Air Corps Special Mobilization Plan Green No. 2.

2. The chart submitted with the above mentioned memorandum is returned herewith. A receipt for sixty-one (61) copies is enclosed.

For the Chief of Division:

JACOB E. FICKEL,
Major, Air Corps,
Executive.

Encls. 2
Chart - Table No. 3
Receipt.

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(3-D)

June 12, 1929.

MEMORANDUM FOR - Chief, Materiel Division.

1. It is requested that sixty (60) blue print copies of the attached chart, Table No. 3, Flying Equipment, to the Air Corps Special Mobilization Plan Green No. 2 be furnished this office. It is further requested that this matter be expedited inasmuch as these copies are for the War Department General Staff for distribution to all branches and agencies concerned.

2. It is requested that the chart enclosed be returned to this office when the other charts are forwarded and that the inclosed receipt form be accomplished and returned.

2 Atts.
Chart No. 3
Blank receipt form

CHAS. B. B. BUBB,
Captain, Air Corps.

FOR:

T. D. MILLING, Major, A.C.,
War Plans Representative.

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Mat. I[redacted] C. 312-Wright Field 8-16-28-20M

WAR DEPARTMENT
AIR CORPS
MATERIEL DIVISION
OFFICE OF THE CHIEF OF DIVISION

WRIGHT FIELD, DAYTON, OHIO

June 5, 1929

7004

Memorandum for Training & Operations Division,
Office, Chief of Air Corps,
Washington, D. C.

Subject: War Department Special Mobilization Plan Green No. 2.

1. In compliance with your memorandum dated May 29, 1929, Table No. 7 (10 Days' Maintenance) has been redrawn to include all items of Air Corps equipment which would be required for maintenance purposes. The same basis was used as regards aircraft flying hours, number of organizations, etc., as was used in Table No. 5.

2. Copy No. 1, Air Corps Special Mobilization Plan Green No. 2, and Copy No. 12, War Department Special Mobilization Plan Green No. 2, are returned herewith.

3. It is requested that the enclosed receipt be signed and returned to this office.

For the Chief of Division:

Jacob E. Fickel

JACOB E. FICKEL,
Major, Air Corps,
Executive.

Encls.
Copy No. 12, W.D.Plan
Copy No. 1, A.C.Plan
Tables 1 to 5 incl.
Table No. 7 (Redrawn)
Receipt.

6/7/29
4 copies of the "Air Corps Special Mobilization Plan Green No 2" - delivered to Maj. Pickering, G. S. this date by Capt. Bubb.
(changes were made as directed by Maj. Pickering) a. P. R.

1902

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CBB:amh

(3-D)

May 29, 1929.

6999

MEMORANDUM FOR: Chief, Materiel Division, Air Corps,
Wright Field, Dayton, Ohio.

SUBJECT: War Department Special Mobilization Plan Green No. 2.

1. In connection with memorandum from this office dated May 22, 1929 and memorandum from your office dated May 25, 1929, reference the above subject, a conference has been had with the War Department General Staff regarding Table No. 7 (10 day's maintenance) and they have advised that the limiting figure of 1.92 lbs. per man per day would not necessarily be used in compounding this table. They have, therefore, directed that the Table be redrawn with the idea of including those items which are necessary for 10 day's maintenance, these items to be at the Port of Embarkation by M / 5 days. In computing the aforementioned Table the same considerations in regard to aircraft flying hours, number of organizations, etc. as were used in Table No. 5 (First months maintenance and 15 day's reserve stock for Vera Cruz Depot Air Corps equipment) should be used.

2. Copy No. 1 - Air Corps Special Mobilization Plan Green No. 2 and copy No. 12 - War Department Special Mobilization Plan Green No. 2, 1928, are enclosed herewith.

3. It is requested that the enclosed receipt be signed and returned to this office.

By order of the Chief of the Air Corps:

Chas. B. B. Bubb,
Captain, Air Corps
For:

T. D. Milling,
Major, Air Corps,
War Plans Representative.

4 Encls.
Cy. 1 -A.C. Special Mobilization Plan Green No. 2.
Cy.12- W.D. Special Mobilization Plan Green No. 2.
Table No. 7 - 10 days maintenance
Receipt.

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Ma[illegible]Div. A. [illegible]2-Wright Field 8-16-28-20M

WAR DEPARTMENT
AIR CORPS
MATERIEL DIVISION
OFFICE OF THE CHIEF OF DIVISION

WRIGHT FIELD, DAYTON, OHIO

May 25, 1929

6987

Memorandum for Chief, Training & Operations Division,
Office, Chief of Air Corps,
Washington, D. C.

Subject: War Department Special Mobilization
Plan Green No. 2.

1. Enclosed herewith is Copy No. 12 - War Department Special Mobilization Plan Green No. 2, together with letters from The Adjutant General, dated February 6, 1929 and May 4, 1929; and Copy No. 5 - Air Corps Special Mobilization Plan Green No. 2 pertaining to the above mentioned mobilization plan.

2. In compliance with memorandum dated May 22, Chart No. 7 - 10 Days Maintenance, has been redrawn to comply with instructions contained in paragraph 26 a.(1). The figure of 1.92# per man per day as the Air Corps allowance, was given this office by Captain Jacobs. He stated he secured this figure from the General Staff. The decision to include only gasoline and oil in this 10 day maintenance was reached in this office after discussion of the possible items of equipment which could be included in such a small allowance. It should be borne in mind, also, that an allowance based on number of men is not suitable for the types of equipment used by the Air Corps, which should be based on number of aircraft, hours flown, or number of organizations.

3. It is requested that the enclosed receipt be signed and returned to this office.

For the Chief of Division:

JACOB E. [illegible]CKEL,
Major, Air Corps,
Executive.

4 Incls.
W.D.Plan
A.C.Plan
Chart #7
Receipt.

1904

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(3-D)

May 22, 1929

MEMORANDUM FOR - Chief, Materiel Division, Air Corps,
Wright Field, Dayton, Ohio.

SUBJECT -- War Department Special Mobilization Plan Green No. 2.

1. Attached, hereto, find Copy No. 12 - War Department Special Mobilization Plan Green No. 2, together with letters from The Adjutant General, dated February 6, 1929 and May 4, 1929; and Copy No. 5 - Air Corps Special Mobilization Plan Green No. 2 pertaining to the above mentioned mobilization plan.

2. In connection with the above plans, attention is invited to Paragraph 26 a.(1). This information was not included in your charts which were forwarded to this office and it is therefore requested that you furnish a chart covering this paragraph. This should include items, classifications, short tons, cubic feet, point of origin, point of embarkation, as well as a statement as to the weight, per man, per day, for this equipment. In connection with the foregoing, it is noted that your Table No. 7 to Green Plan No. 2, forwarded to this office under date of April 11, 1929, gives an Air Corps allowance of 1.92 lbs., per man. However, it only covers gasoline and oil and does not give point of origin, point of embarkation, etc., which information has been requested by the War Department.

3. It is requested that the enclosed plans be returned with the requested chart. It is also requested that the enclosed receipt be accomplished and returned to this office.

Chas. B. B. Bubb,
Captain, Air Corps

For:
T. D. Milling,
Major, Air Corps
War Plans Representative.

3 incls.

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2nd Ind. (3-D)

May 7, 1929. To - The Adjutant General.

There is enclosed, herewith, proposed draft of the Air Corps Special Mobilization Plan Green No. 2 (in quadruplicate) which has been corrected to incorporate changes recommended in 1st Indorsement.

For the Chief of the Air Corps:

T. D. MILLING,
Major, Air Corps,
War Plans Representative.

2 Incls.
A.S. S. M. Plan Green No. 2 (in quad.)
Form receipt.

6/7/29 after incorporating changes as directed by Col. Pickering, G.S. - Capt. Bubb delivered the 4 copies of the "a. C. special Mobilization Plan, Green No 2" to Maj. Pickering personally with no carrying memo.

a. P. R.

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APR 26 1929
T. A. G. RRC

AG 381 (4-13-29)
(Misc.)C

1st Ind. RLC/CCD

War Department, A.G.O., April 26, 1929. - To the Chief of Air Corps.

1. The proposed draft of the Air Corps Special Mobilization Plan Green No. 2 is approved subject to the following remarks:

(a) In order to conform to recent War Department orders and for the sake of uniformity in the preparation of Special Mobilization Plans by Chiefs of Arms and Services, it is suggested that the title of the proposed Air Corps Branch Plan be changed to read "Air Corps Special Mobilization Plan Green No. 2."

(b) Compliance with sub-paragraph 26 a (1) of War Department Special Mobilization Plan Green No. 2 is requested.

(c) It is desired that a table be prepared for inclusion in the plan showing for organizational equipment:

(1) The First Army. Ammunition and bombs to be loaded with each unit, and date these should arrive at Ports of Embarkation.

(2) The Border Guard. Ammunition and bombs to be furnished each unit.

2. It is requested that when the above changes have been incorporated in the Chief of Air Corps' Plans, that the plans be returned to this office for further study, by the War Department.

By order of the Secretary of War:

2 Incls.
Air Corps Branch Plan, S.M.
Plan Green No. 2 (in quad.)
Form receipt.

[illegible] L. Collins
Adjutant General.

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(3-D)

LBJ-sr

April 13, 1929

Air Corps Branch Plan to the War Department
Special Mobilization Plan - Green No. 2.

The Adjutant General.

1. In compliance with paragraph 3, letter AC 381 (12-6-28) (Misc.) M-C, dated December 7, 1928, a rough draft, in quadruplicate, of the Air Corps Branch Plan is attached hereto.

2. It is requested that the receipt of this communication be acknowledged on the inclosed form.

For the Chief of the Air Corps:

T. D. MILLING,
Major, Air Corps,
War Plans Representative.

1 incl., in quadruplicate,
together with attachments.

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AG 381 (12-6-28)
(Misc.) M-C

December 7, 1928.

SUBJECT: Special Mobilization Plan Green No. 2

TO: The Chief of Air Corps.

SECRET
December 7, 1928.
T.A.G. RRC

1. Inclosed for your information and necessary action is COPY NO. 12, War Department Special Mobilization Plan Green No. 2. It will be noted that this Plan is complete within itself, and contains all the G-1, G-2, G-3 and G-4 data and information heretofore contained in General Staff Appendices; consequently no General Staff Appendices to this Plan are necessary or will be issued by the War Department.

2. Reference paragraph 5 c of the Plan, Corps Area Commanders and Chiefs of Branches concerned will submit to The Adjutant General as soon as practicable, and not later than March 1, 1929, a table showing what military personnel or troops, if any, in addition to those remaining in each Corps Area or under control of Chiefs of Branches on "M" Day, will be required for Zone of the Interior Installations for the execution of this Plan. In this connection attention is called to the fact that under authority of paragraph 26, A.R. 120-10, July 20, 1928, civilians may be employed as caretakers of posts, etc.

3. It is desired that rough draft of Corps Area and Branch Plans be submitted to this office in quadruplicate not later than April 15, 1929, for the approval of the War Department.

4. It is requested that the receipt of this communication be acknowledged on the inclosed form.

By order of the Secretary of War:

C H Bridges

Brigadier General,
Acting The Adjutant General.

2 Incls.
Copy of Plan.
Receipt.

SECRET

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SECRET

WLO/OCD

AG 381 (5-4-29)
(Misc.)C

May 4, 1929.

SUBJECT: War Department Special Mobilization Plan Green No. 2.

TO: The Chief of Air Corps.

SECRET
MAY 4 1929
T. A. G. R&C

1. Sub-paragraph 29 f (1) (b) of War Department Special Mobilization Plan Green No. 2 will be amended to read as follows:

29 f (1) (b). Air Corps. -

Total for First Army.

Caliber .30 Machine Gun	2,050,000
Caliber .50 Machine Gun	306,000
Bombs:	
17 (or 25) lb. Fragmentation	7,500
100 lb. Demolition	2,770
300 lb. Demolition	270
600 lb. Demolition	90

Total for Border Guard.

Caliber .30 Machine Gun	617,500
Caliber .50 Machine Gun	115,200
17 (or 25) lb. Fragmentation Bombs	2,625

2. The War Department will at a subsequent date issue a change to War Department Special Mobilization Plan Green No. 2 incorporating the above corrections in this plan. Pending the promulgation of these changes you are authorized to incorporate them in your Special Mobilization Plan Green No. 2 now in the course of preparation by you.

By order of the Secretary of War:

Robert H. Collins
Adjutant General.

1 Encl.
Form receipt.

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RGH:amh

(3-D)

May 4, 1929.

MEMORANDUM FOR: Colonel R. R. Pickering,
Room 343, State, War & Navy Bldg.

Attached hereto is a copy of tables showing ammunition and bomb allowances for First Field Army and Border Guard, War Department Special Mobilization Plan Green No. 2, 1928.

For the Chief of the Air Corps:

T. D. MILLING,
Major, Air Corps,
War Plans Representative.

1 Encl.

See pages 9 and 10 in A.C. Branch Plans for incl.

a. P. R.

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1911

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LBJ-sr
(3-D)

1st Ind. 6925

April 16, 1929. To - The Quartermaster General.

1. The information requested is furnished herewith, as follows:

a. Table No. 5, which covers First Month's Maintenance and 15 Days' Reserve Stock for Vera Cruz Depot;

b. Table No. 6, which shows 30 Days' Maintenance;

(The figures under the heading "Border Guard" will probably not be of any interest to you as the payment of the freight on all Air Corps materiel will be made from Air Corps funds.)

1912

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c. A table, not numbered, which shows by Ports of Embarkation the tonnage, cubic contents, and number and size of containers of the aircraft allotted by tables of equipment to the various Air Corps units assigned to the First Army and which should accompany these units to Vera Cruz.

2. It is requested that the inclosed receipt be accomplished and returned to this office.

For the Chief of the Air Corps:

T. D. MILLING,
Major, Air Corps,
War Plans Representative.

3 incls.
Table No. 5
" " 6
* not numbered.

1913

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6866

M 381 A-7

February 19, 1929.

SUBJECT: Tonnage requirements, Special Plan Green No. 2.

TO: Chief, Air Corps.

1. To enable this office to estimate for funds for rail and water transportation, and to prepare the required tables of rail and water shipments under Green Plan No. 2, it is requested that the necessary data pertaining to your Branch be furnished as soon as practicable.

2. This data should show by month the weight in short tons, dimensions in cubic feet, nature of commodity (for freight rates), points of origin and destination (port of embarkation).

For The Quartermaster General:

M. R. HILGARD,
Colonel, G.S.C.,
Assistant.

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(3-D)

LBJ-st

March 19, 1929

6895

MEMORANDUM FOR - Chief, Materiel Division, A.C.,
Wright Field, Dayton, Ohio.

SUBJECT - W. D. Special Plan Green No. 2.

1. The Quartermaster General has requested this office to furnish data on which to prepare the required tables of rail and water shipments under Green Plan No. 2. The request states, "This data should show by month the weight in short tons, dimensions in cubic feet, nature of commodity (for freight rates), points of origin and destination (port of embarkation)".

2. It is desired that the attached memorandum, dated February 19, 1929, be revised so as to include the information requested by The Quartermaster General, and that it be returned to this office just as promptly as possible. In this connection your attention is invited to Paragraph 32, e and f.

3. Reference Paragraph 4 of the attached memorandum, the total cost should be furnished in such shape that our Finance Section can submit the figures on the proper forms to the Budget Bureau and furnish a defense. Further, it is desired that the total cost of carrying out this plan include the cost of all Air Corps supplies and equipment involved, whether in the hands of troops initially, supplied from stock, or purchased.

By order of the Chief of the Air Corps:

T. D. Milling,
Major, Air Corps,
War Plans Representative.

4 Incls.
Memorandum 2/19/29
Tables Nos. 1, 2, 3.

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1915

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February 19, 1929

6867

Memorandum for Training & Operations Division,
Office, Chief of Air Corps,
Washington, D.C.

Subject: W. D. Special Plan Green, No. 2.

SECRET

As requested in memorandum dated February 2, 1929, the following material working data on W. D. Special Plan Green, No. 2, is forwarded:

1. Supply of Aeronautical equipment.

a. Table 1, attached hereto, shows:
Column A: Units to be sent to First Army and to Border Guard.
Column B: Present stations of these units.
Column C: Port of Embarkation for units of First Army.
Column D: Numbers and types of aircraft with which the units in column "A" should be initially equipped.
Column E: From what stations the aircraft shown in Column "D" will be obtained.

b. Corps Area Commanders will be responsible for the delivery of the aircraft from all stations listed in Column "E" which are within their Corps Areas, except those stations listed below, the delivery from which will be the responsibility of the Chief of the Air Corps:

(1) Brooks Field
(2) Kelly Field
(3) Wright Field
(4) March Field
(5) Middletown Air Depot
(6) Fairfield Air Depot
(7) Rockwell Air Depot
(8) San Antonio Air Depot
(9) 1928 and 1929 Appropriations, and all other deliveries from manufacturers.

1916

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Training & Operations Div. -2

c. All airplanes destined for the First Army in commission, and those which can be placed in commission in time to reach their ports of embarkation and be crated before the date of sailing, will be flown to destination. Ports of Embarkation are as shown in column "C", Table 1. Airplanes will be crated for overseas shipment at the stations mentioned below:

Port of Embarkation	Station	Supervised by
New York	Mitchel Field	Middletown A.D.
Norfolk	Langley Field	Middletown A.D.
Galveston	Ft. Crockett	San Antonio A.D.

d. All airplanes destined for the Border Guard stationed east of the Rocky Mountains will be flown to the San Antonio Air Depot to await orders from the Corps Area Commander designating their stations. Those stationed west of the Rocky Mountains will be flown to the Rockwell Air Depot for the same purpose.

e. All airplanes will be equipped with machine gun mounts and bomb racks before departure from the home stations, unless such installation will unduly delay arrival at their destinations. If necessary such installation will be completed for the airplanes of the First Army at the Vera Cruz Depot, and for the Border Guard at the San Antonio or Rockwell Air Depots.

f. The Corps Area Commanders will report direct to the Chief of Air Corps the following:

(1) The number and types of airplanes which cannot be equipped with machine gun mounts and bomb racks by their home stations, as required by sub-paragraph e above, for the First Army and the Border Guard.

(2) The number and types of airplanes available on M-day in excess or short of the number required for the First Army and Border Guard.

(3) Any excess or shortage of other Air Corps equipment in the units mobilized under his direction.

g. Personnel assigned by Corps Area Commanders to units destined for the First Army or the Border Guard but required for the delivery of airplanes to destination other than that of the unit to which assigned, will be directed, after delivering their airplanes, to proceed by rail direct to the destination of their unit.

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h. The Chief of Air Corps will arrange for:

(1) Equipping of airplanes with machine gun mounts and bomb racks, for the First Army at the Vera Cruz Depot and the Border Guard at San Antonio and Rockwell Air Depots, which were reported under sub-paragraph f (1) above.

(2) The redistribution of airplanes made necessary by actual conditions and reported under sub-paragraph f (2) above.

(3) The assignment and delivery of all replacement airplanes to the First Army and Border Guard units.

i. The Chief of Air Corps will arrange for the redistribution of the Air Corps equipment reported in excess by Corps Area Commanders under sub-paragraph f (3) above, and will supply such of the shortages reported under the same sub-paragraph as may be available, direct to the respective units.

j. Shortages in Air Corps equipment will be supplied in the following priority:

(1) First Army
(2) Border Guard
(3) Zone of Interior.
Note: First priority within the Zone of Interior will be given to the Air Corps Training Center.

2. Replacement.

a. The Chief of Air Corps will provide replacements for flying equipment, based on the following replacement rates:

For airplanes - 25% per month
For airships - 12½% per month.

Table # shows initial aircraft requirements and replacements from M-day to M+365.

b. Gasoline and oil for flying will be provided by the Chief of Air Corps, based on the following estimated hours of operation:

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Training and Operations Div. -4

A.E.F., Wing and Group Hdqrs.	120	hours per month
Observation Squadrons	585	" " "
Bombardment Squadrons	405	" " "
Pursuit Squadrons	720	" " "
Attack Squadrons	540	" " "
Service Squadrons	60	" " "
Airship Companies	60	" " "

Note: This estimate is based on the operations of 75% Tables of Organization strength.

3. Tonnage.

a. Table 3, attached hereto, shows initial tonnage required for the First Army, separated into that sailing from New York, Norfolk, and Galveston, the Border Guard, and the Vera Cruz Depot. It also shows replacements for thirty days for the First Army and the Border Guard.

4. Cost.

a. Total cost of initial equipment, Vera Cruz Depot reserve, and maintenance and supplies from M-day to M+365 days - - - - - - - - - - - - - $26,705,437.78.

Note: This figure does not include the cost of equipment in the hands of troops and in stock.

For the Chief of Division:

JACOB E. FICKEL,
Major, Air Corps,
Executive.

3 Incls.
Tables,
Nos. 1,2,3.

1919

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Mat. Div. A. C. 304-Wright Field 5-14-28-20M

WAR DEPARTMENT
AIR CORPS
MATERIEL DIVISION
OFFICE OF THE CHIEF OF DIVISION

WRIGHT FIELD, DAYTON, OHIO

April 11, 1929

Memorandum for Training & Operations Division,
Office, Chief of Air Corps,
Washington, D. C.

Subject: W. D. Special Plan Green, No. 2.

SECRET

As requested in memorandum dated April 6, 1929, the following material working data on W. D. Special Plan Green, No. 2, is forwarded:

1. Supply of Aeronautical equipment.

a. Table 3, attached hereto, shows:
Column A: Units to be sent to First Army and to Border Guard.
Column B: Present stations of these units.
Column C: Port of Embarkation for units of First Army.
Column D: Numbers and types of aircraft which the units in column "A" should take with them as organizational equipment.
Column E: From what stations the aircraft shown in Column "D" will be obtained.

b. Corps Aera Commanders will be responsible for the delivery of the aircraft from all stations listed in Column "E" which are within their Corps Areas, except those stations listed below, the delivery from which will be the responsibility of the Chief of the Air Corps:

(1) Brooks Field
(2) Kelly Field
(3) Wright Field
(4) March Field
(5) Middletown Air Depot
(6) Fairfield Air Depot
(7) Rockwell Air Depot
(8) San Antonio Air Depot
(9) 1928 and 1929 Appropriations, and all other deliveries from manufacturers.

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Training & Operations Div. -2

c. All airplanes destined for the First Army in commission, and those which can be placed in commission in time to reach their ports of embarkation and be crated before the date of sailing, will be flown to destination. Ports of Embarkation are as shown in column "C", Table 3. Airplanes will be crated for overseas shipment at the stations mentioned below:

Port of Embarkation	Station	Supervised by
New York	Mitchel Field	Middletown A.D.
Norfolk	Langley Field	Middletown A.D.
Galveston	Ft. Crockett	San Antonio A.D.

d. All airplanes destined for the Border Guard stationed east of the Rocky Mountains will be flown to the San Antonio Air Depot to await orders from the Corps Area Commander designating their stations. Those stationed west of the Rocky Mountains will be flown to the Rockwell Air Depot for the same purpose.

e. All airplanes will be equipped with machine gun mounts and bomb racks before departure from the home stations, unless such installation will unduly delay arrival at their destinations. If necessary such installation will be completed for the airplanes of the First Army at the Vera Cruz Depot, and for the Border Guard at the San Antonio or Rockwell Air Depots.

f. The Corps Area Commanders will report direct to the Chief of Air Corps the following:

(1) The number and types of airplanes which cannot be equipped with machine gun mounts and bomb racks by their home stations, as required by sub-paragraph e above, for the First Army and the Border Guard.

(2) The number and types of airplanes available on M-day in excess or short of the number required for the First Army and Border Guard.

(3) Any excess or shortage of other Air Corps equipment in the units mobilized under his direction.

g. Personnel assigned by Corps Area Commanders to units destined for the First Army or the Border Guard but required for the delivery of airplanes to destination other than that of the unit to which assigned, will be directed, after delivering their airplanes, to proceed by rail direct to the destination of their unit.

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h. The Chief of Air Corps will arrange for:

(1) Equipping of airplanes with machine gun mounts and bomb racks, for the First Army at the Vera Cruz Depot and the Border Guard at San Antonio and Rockwell Air Depots, which were reported under sub-paragraph f (1) above.

(2) The redistribution of airplanes made necessary by actual conditions and reported under sub-paragraph f (2) above.

(3) The assignment and delivery of all replacement airplanes to the First Army and Border Guard units.

i. The Chief of Air Corps will arrange for the redistribution of the Air Corps equipment reported in excess by Corps Area Commanders under sub-paragraph f (3) above, and will supply such of the shortages reported under the same sub-paragraph as may be available, direct to the respective units.

j. Shortages in Air Corps equipment will be supplied in the following priority:

(1) First Army
(2) Border Guard
(3) Zone of Interior.
Note: First priority within the Zone of Interior will be given to the Air Corps Training Center.

2. Replacement.

a. The Chief of Air Corps will provide replacements for flying equipment, based on the following replacement rates:

For airplanes - 25% per month
For airships - 12½% per month

Table 4 shows aircraft requirements for organizational equipment, reserve stock and replacements from M-day to M+365.

b. Gasoline and oil for flying will be provided by the Chief of Air Corps, based on the following estimated hours of operation:

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Training and Operation Div. -4

A.E.F., Wing and Group Hdqrs.	120	hours	per	month
Observation Squadrons	585	"	"	"
Bombardment Squadrons	405	"	"	"
Pursuit Squadrons	720	"	"	"
Attack Squadrons	540	"	"	"
Service Squadrons	60	"	"	"
Airship Companies	60	"	"	"

Note: This estimate is based on the operations of 75% Tables of Organization strength.

3. Tonnage:

Table 5 covers 15 day Reserve Stock for Vera Cruz Depot and first month's maintenance for First Field Army. It shows point of origin, destination, classification for freight rates, weight and cubic content on items of Air Corps equipment to be included in these shipments. The stocks covered by this table ~~should~~ to be made available for shipment as soon as practicable after M Day and in any event not later than M+10.

Table 6 shown point of origin, destination, classification for freight rates, weight and cubic content on 30 days maintenance stocks for First Field Army and Border Guard, respectively. First month's replacements for the Border Guard should be made available for shipment as soon as practicable after M Day and in any event not later than M+10. Thereafter the First Field Army and the Border Guard will require 30 day maintenance stock as shown on this table from M+30 to M+330, inclusive.

Table 7 shows figures on gasoline and oil which will be shipped with troops under allowance of 1.92 lbs. per man.

4. Cost.

Total cost of organizational equipment, Reserve Stock and maintenance equipment and supplies from M-day to M+365 days - $53,895,531.61. (Form 3a showing estimated expenditures by classification is attached.)

W. E. Gillmore,
Brig.General, Air Corps,
Chief, Materiel Division.

Encls. 6
Tables 3 to 7 incl.
Form 3a.

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GREEN PLAN NO. 2.

TABLE 7.

TEN DAYS SUPPLIES TO ACCOMPANY TROOPS

AIR CORPS ALLOWANCE 1.92 LBS. PER MAN

	1st Army			Border Gd.		
	Gallons	Wt.	Cu.Ft.	Gallons	Wt.	Cu.Ft.
Gasoline	717.	5291.04	143.38	583.	4300.	116.6
Oil	69.	587.9	13.72	48.	408.	9.6

10 day supplies for entire command explaining name.

1924

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GREEN PLAN NO. 2.

TABLE 7.

TEN DAYS SUPPLIES TO ACCOMPANY TROOPS

AIR CORPS ALLOWANCE 1.92 LBS. PER MAN

	1st Army			Border Gd.		
	Gallons	Wt.	Cu.Ft.	Gallons	Wt.	Cu.Ft.
Gasoline	717.	5291.04	143.38	583.	4300.	116.6
Oil	69.	587.9	13.72	48.	408.	9.6

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GREEN PLAN NO. 2.

TABLE 7.

TEN DAYS SUPPLIES TO ACCOMPANY TROOPS

AIR CORPS ALLOWANCE 1.92 LBS. PER MAN

	1st Army			Border Gd.		
	Gallons	Wt.	Cu.Ft.	Gallons	Wt.	Cu.Ft.
Gasoline	717.	5291.04	143.38	583.	4300.	116.6
Oil	69.	587.9	13.72	46.	408.	9.6

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GREEN PLAN NO. 2.

TABLE 7.

SEA DAYS SUPPLIES TO ACCOMPANY TROOPS

AIR CORPS ALLOWANCE 1.92 LBS. PER MAN

	1st Army			Border Cd.		
	Gallons	Wt.	Cu.Ft.	Gallons	Wt.	Cu.Ft.
Gasoline	717.	5291.04	143.33	563.	4300.	116.6
Oil	69.	587.9	12.72	48.	400.	9.6

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GREEN PLAN NO. 2.

TABLE 7.

TEN DAYS SUPPLIES TO ACCOMPANY TROOPS

AIR CORPS ALLOWANCE 1.33 LBS. PER MAN

	1st Army			Border Gd.		
	Gallons	Wt.	Cu.Ft.	Gallons	Wt.	Cu.Ft.
Gasoline	717.	5291.04	143.39	563.	4200.	116.6
Oil	69.	587.9	13.72	49.	408.	9.6

1928

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STANDARD FORM NO. 3a

FOR USE IN PREPARING SCHEDULES OF EXPENDITURES TO ACCOMPANY ESTIMATES FOR LUMP-SUM APPROPRIATIONS

		Estimated Expenditures 192	Estimated Expenditures 192	Estimated Expenditures 192
	Supplies and materials:			
0200	Photographic and office supplies	$ 533635.72		
0230	Fuel	782,528.03		
0240	Wearing apparel	86,639.25		
0280	Sundry supplies	151,109.00		
12	Repairs and alterations	5,121,542.11		
	Equipment:			
3010	Furniture, furnishings and fixtures.	10,725.00		
3030	Aircraft, engines, accessories and hangars . . .	46,578,514.25		
3050	Machinery and life saving equipment	630,636.25		
	Total	$ 53,895,531.61		

1929

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STANDARD FORM NO. 3a

FOR USE IN PREPARING SCHEDULES OF EXPENDITURES TO ACCOMPANY ESTIMATES FOR LUMP-SUM APPROPRIATIONS

		Estimated Expenditures 192	Estimated Expenditures 192	Estimated Expenditures 192
	Supplies and materials:			
0200	Photographic and office supplies	$ 533635.72		
0230	Fuel	782,528.03		
0240	Wearing apparel	86,639.25		
0280	Sundry supplies	151,109.00		
12	Repairs and alterations	5,121,542.11		
	Equipment:			
3010	Furniture, furnishings and fixtures.	10,725.00		
3030	Aircraft, engines, accessories and hangars . . .	46,578,514.25		
3050	Machinery and life saving equipment	630,838.25		
	Total	$ 53,895,531.61		

1930

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STANDARD FORM NO. 3a

FOR USE IN PREPARING SCHEDULES OF EXPENDITURES TO ACCOMPANY ESTIMATES FOR LUMP-SUM APPROPRIATIONS

		Estimated Expenditures 192	Estimated Expenditures 192	Estimated Expenditures 192
	Supplies and materials:			
0200	Photographic and office supplies	$ 533,635.72		
0230	Fuel	782,528.03		
0240	Wearing apparel	86,639.25		
0280	Sundry supplies	151,109.00		
12	Repairs and alterations	5,121,542.11		
	Equipment:			
3010	Furniture, furnishings and fixtures.	10,725.00		
3030	Aircraft, engines, accessories and hangars . . .	46,578,514.25		
3050	Machinery and life saving equipment	630,838.25		
	Total	$ 53,895,531.61		

1931

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STANDARD FORM NO. 3a

FOR USE IN PREPARING SCHEDULES OF EXPENDITURES TO ACCOMPANY ESTIMATES FOR LUMP-SUM APPROPRIATIONS

		Estimated Expenditures 192	Estimated Expenditures 192	Estimated Expenditures 192
	Supplies and materials:			
0200	Photographic and office supplies	$ 533635.72		
0230	Fuel	782,526.03		
0240	Wearing apparel	86,639.25		
0280	Sundry supplies	151,109.00		
12	Repairs and alterations	5,121,542.11		
	Equipment:			
3010	Furniture, furnishings and fixtures.	10,725.00		
3030	Aircraft, engines, accessories and hangars . . .	46,578,514.25		
3050	Machinery and life saving equipment	630,638.25		
	Total	$ 53,895,531.61		

1932

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STANDARD FORM NO. 3a

FOR USE IN PREPARING SCHEDULES OF EXPENDITURES TO ACCOMPANY ESTIMATES FOR LUMP-SUM APPROPRIATIONS

		Estimated Expenditures 192	Estimated Expenditures 192	Estimated Expenditures 192
	Supplies and materials:			
0200	Photographic and office supplies	$ 533,535.72		
0230	Fuel	782,528.03		
0240	Wearing apparel	86,639.25		
0280	Sundry supplies	151,109.00		
12	Repairs and alterations	5,121,542.11		
	Equipment:			
3010	Furniture, furnishings and fixtures	10,745.00		
3030	Aircraft, engines, accessories and hangars	46,578,514.25		
3050	Machinery and life saving equipment	630,838.25		
	Total	$ 53,896,531.61		

1933

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LBJ:amh

(3-D)

April 6, 1929.

6922

MEMORANDUM FOR: Chief, Materiel Division, Air Corps,
Wright Field, Dayton, O.

1. It is desired that the attached tables be revised in the following respects:

Table No. 1. To include the planes required by the division aviation units.

Table No. 2. To include corrections necessitated by revision of Table No. 1.

Table No. 3. To show only Vera Cruz reserve stock and 30 day's replacements by Port of Embarkation.

Table No. 4. To show only Vera Cruz reserve and 30 day's maintenance.

Table No. 5. Consideration to be given to question as to whether Table No. 4 revised will not show this same information.

Table No. 6. No change.

2. It is possible that after Table No. 1 is revised, the figures in Tables No. 3, 4, 5 and 6 will need to be increased.

3. It is desired that your tables be renumbered, beginning your series with No. 3.

SECRET

- 1 -

Green #2.

1934

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4. In addition to the information in the above tables, it is desired that figures be submitted showing for each Port of Embarkation the following in regard to the aircraft accompanying the units:

a. Weight in short tons.

b. Cubic feet.

c. Number and size of containers.

5. It is also requested that the figures covering the cost of the project be revised, if necessary.

By order of the Chief of the Air Corps:

L. B. JACOBS,
Captain, Air Corps.

For:
T. D. HILLING,
Major, Air Corps,
War Plans Representative.

Encls.
Table 1 - Flying Equipment
" 2 - Aircraft Requirements
" 3 - Reserve for Vera Cruz & 30 days rep acements
" 4 - Air Corps Equipment
" 5 - Reserve Stock for Vera Cruz and 30 days maintenance
" 6 - Replacements 30 Days.

SECRET

1935

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Mat. Div. A. C. 304-Wright Field 5-14-28-20M

WAR DEPARTMENT
AIR CORPS
MATERIEL DIVISION
OFFICE OF THE CHIEF OF DIVISION

WRIGHT FIELD, DAYTON, OHIO
March 25, 1929

6867

Memorandum for Training & Operations Division,
Office, Chief of Air Corps,
Washington, D.C.

Subject: W. D. Special Plan Green, No. 2.

SECRET

As requested in memorandum dated February 2, 1929, the following material working data on W. D. Special Plan Green, No. 2, is forwarded:

1. Supply of Aeronautical equipment.

a. Table 1, attached hereto, shows:
Column A: Units to be sent to First Army and to Border Guard.
Column B: Present stations of these units.
Column C: Port of Embarkation for units of First Army.
Column D: Numbers and types of aircraft with which the units in column "A" should be initially equipped.
Column E: From what stations the aircraft shown in Column "D" will be obtained.

b. Corps Area Commanders will be responsible for the delivery of the aircraft from all stations listed in Column "E" which are within their Corps Areas, except those stations listed below, the delivery from which will be the responsibility of the Chief of the Air Corps:

(1) Brooks Field
(2) Kelly Field
(3) Wright Field
(4) March Field
(5) Middletown Air Depot
(6) Fairfield Air Depot
(7) Rockwell Air Depot
(8) San Antonio Air Depot
(9) 1928 and 1929 Appropriations, and all other deliveries from manufacturers.

SECRET

1956

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SECRET

c. All airplanes destined for the First Army in commission, and those which can be placed in commission in time to reach their ports of embarkation and be crated before the date of sailing, will be flown to destination. Ports of Embarkation are as shown in column "C", Table 1. Airplanes will be crated for overseas shipment at the stations mentioned below:

Port of Embarkation	Station	Supervised by
New York	Mitchel Field	Middletown A.D.
Norfolk	Langley Field	Middletown A.D.
Galveston	Ft. Crockett	San Antonio A.D.

d. All airplanes destined for the Border Guard stationed east of the Rocky Mountains will be flown to the San Antonio Air Depot to await orders from the Corps Area Commander designating their stations. Those stationed west of the Rocky Mountains will be flown to the Rockwell Air Depot for the same purpose.

e. All airplanes will be equipped with machine gun mounts and bomb racks before departure from the home stations, unless such installation will unduly delay arrival at their destinations. If necessary such installation will be completed for the airplanes of the First Army at the Vera Cruz Depot, and for the Border Guard at the San Antonio or Rockwell Air Depots.

f. The Corps Area Commanders will report direct to the Chief of Air Corps the following:

(1) The number and types of airplanes which cannot be equipped with machine gun mounts and bomb racks by their home stations, as required by sub-paragraph e above, for the First Army and the Border Guard.

(2) The number and types of airplanes available on M-day in excess or short of the number required for the First Army and Border Guard.

(3) Any excess or shortage of other Air Corps equipment in the units mobilized under his direction.

g. Personnel assigned by Corps Area Commanders to units destined for the First Army or the Border Guard but required for the delivery of airplanes to destination other than that of the unit to which assigned, will be directed, after delivering their airplanes, to proceed by rail direct to the destination of their unit.

SECRET

1937

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S E C R E T

Training & Operations Div. -3

h. The Chief of Air Corps will arrange for:

(1) Equipping of airplanes with machine gun mounts and bomb racks, for the First Army at the Vera Cruz Depot and the Border Guard at San Antonio and Rockwell Air Depots, which were reported under sub-paragraph f (1) above.

(2) The redistribution of airplanes made necessary by actual conditions and reported under sub-paragraph f (2) above.

(3) The assignment and delivery of all replacement airplanes to the First Army and Border Guard units.

i. The Chief of Air Corps will arrange for the redistribution of the Air Corps equipment reported in excess by Corps Area Commanders under sub-paragraph f (3) above, and will supply such of the shortages reported under the same sub-paragraph as may be available, direct to the respective units.

j. Shortages in Air Corps equipment will be supplied in the following priority:

(1) First Army
(2) Border Guard
(3) Zone of Interior.
Note: First priority within the Zone of Interior will be given to the Air Corps Training Center.

2. Replacement.

a. The Chief of Air Corps will provide replacements for flying equipment, based on the following replacement rates:

For airplanes - 25% per month
For airships - 12½% per month.

Table 2 shows initial aircraft requirements and replacements from M-day to M+365.

b. Gasoline and oil for flying will be provided by the Chief of Air Corps, based on the following estimated hours of operation:

SECRET

1938

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SECRET

Training and Operation Div. -4

A.F.F., Wing and Group Hdqrs.	120	hours	per	month
Observation Squadrons	585	"	"	"
Bombardment Squadrons	405	"	"	"
Pursuit Squadrons	720	"	"	"
Attack Squadrons	540	"	"	"
Service Squadrons	60	"	"	"
Airship Companies	60	"	"	"

Note: This estimate is based on the operations of 75% Tables of Organization strength.

3. Tonnage.

Table 3, attached, shows initial tonnage required for the First Army, separated into that sailing from New York, Norfolk, and Galveston, the Border Guard, and the Vera Cruz Depot. It also shows replacements for thirty days for the First Army and Border Guard.

Table 4, attached, shows point of origin, destination, classification of freight, weight, and cubic content on items of Air Corps equipment. This table covers initial Air Corps equipment, fifteen day reserve stock, and thirty day maintenance. The materiel covered by this table should be available for shipment as soon as practicable after M-day.

Table 5, attached, shows point of origin, destination, classification for freight rates, weight, and cubic content on items of Air Corps equipment to be made available for shipment as soon as practicable after M-day, covering fifteen day reserve stock and thirty day maintenance only.

Table 6, attached, shows same information as Table 5, covering thirty day maintenance stocks which will be made available for shipment monthly from M+1 to M+11 inclusive.

4. Cost.

Total cost of initial equipment, Vera Cruz Depot Reserve maintenance equipment and supplies from M-day to M+365 days - $41,804,229.42. Form 3a showing estimated expenditures by classification is attached.

JACOB E. FICHEL,
Major, Air Corps,
Acting Chief of Division.

Encls. 7
Tables 1 to 6 incl.
Form 3a.

SECRET

1939

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STANDARD FORM NO. 3a

FOR USE IN PREPARING SCHEDULES OF EXPENDITURES TO ACCOMPANY ESTIMATES FOR LUMP-SUM APPROPRIATIONS

		Estimated Expenditures 192	Estimated Expenditures 192	Estimated Expenditures 192
	Supplies and materials:			
0200	Photographic and office supplies	$ 79,769.01		
0230	Fuel	591,756.60		
0240	Wearing apparel	66,521.46		
0280	Sundry supplies	114,270.24		
12	Repairs and alterations	3,821,737.71		
	Equipment:			
3010	Furniture, furnishings and fixtures	8,325.00		
3030	Aircraft, engines, accessories and hangars . . .	36,619,417.90		
3050	Machinery and life saving equipment	502,431.50		
	Total	$41,804,229.42		

1940

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CBP :mh (3-D)

6844

February 2, 1929.

MEMORANDUM FOR: Chief, Materiel Division, Air Corps,
Wright Field, Dayton, Ohio.
Attention - Chief, Industrial War Plans Sect.

1. Attached hereto find your copy No. 34 - Army Strategical Plan Green No. 2 and your copy No. 49 - War Department Special Mobilization Plan Green No. 2. It will be noted that the latter plan is complete within itself and contains all the G-1, G-2, G-3 and G-4 data and information heretofore contained in General Staff Appendices; consequently no General Staff Appendices to this plan are necessary or will be issued by the War Department.

2. It is desired that you submit to this office not later than March 1, 1929 the necessary Materiel working data to enable this office to prepare the Air Corps Branch Plan.

3. It is requested that receipt of this communication and attachments be acknowledged on the enclosed form.

By order of the Chief of the Air Corps:

T. D. WILKINS,
Major, Air Corps,
War Plans Representative.

Atts.
Copy No. 34 Army Strategical Plan
Green No. 2
Copy No. 49 W. D. Special Mobilization
Plan Green No. 2.
Receipt

SECRET

1941

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SECRET

WAR DEPARTMENT

THE ADJUTANT GENERAL'S OFFICE

IN REPLY REFER TO AG 381 (12-22-28) (Misc.) C

WASHINGTON

RLC/ACW

December 29, 1928.

SUBJECT: Special Mobilization Plan Green No. 2.

TO: The Chief of Air Corps.

1. Reference is made to letter this office December 7, 1928, AG 381 (12-6-28), on the above mentioned subject.

2. There is also furnished you herewith Copy No. 49 of the War Department Mobilization Plan Green No. 2.

3. It is requested that the receipt of this communication be acknowledged on the inclosed form.

By order of the Secretary of War:

Robert L. Collins
Adjutant General.

2 Incls.
Copy No. 49 of Plan.
Form receipt.

SECRET

1942

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WPD 2005-67

WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
WAR PLANS DIVISION
WASHINGTON

December 22, 1928.

Subject: Army Strategical Plan Green No. 2.

To: The Chief of Air Corps.

1. In compliance with your verbal request, there is transmitted herewith additional copy (No. 34) of Army Strategical Plan Green No. 2.

2. It is requested that the attached receipt be signed and returned to this Division.

Geo. S. Simonds

GEO. S. SIMONDS
Brigadier General,
Assistant Chief of Staff, WPD.

2 encls.

1943

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LBJ h (3-D)

February 27, 1929.

Special Mobilization Plan Green No. 2.

6880

The Adjutant General,
Washington, D. C.

1. Reference paragraph 2, letter of December 7, 1928, A.G.381 (12-6-28)(Misc.) M-C, on the above subject, it is desired to state that the Air Corps will not require any military personnel or troops, in addition to those remaining in each Corps Area and under the control of this office, for Zone of Interior installations for the execution of this plan.

2. It is requested that the receipt of this communication be acknowledged on the inclosed form.

For the Chief of the Air Corps:

T. D. MILLING,
Major, Air Corps,
War Plans Representative.

1 Incl.
Form receipt.

SECRET

1944

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DISTRIBUTION

WAR DEPARTMENT SPECIAL

MOBILIZATION PLAN GREEN NO. 2
and
SUBORDINATE PLANS BASED THEREON

COPY NO.	RECIPIENT
1	Assistant Chief of Staff, G-1, W.D.G.S.
2	Assistant Chief of Staff, G-1, W.D.G.S.
3	Assistant Chief of Staff, G-2, W.D.G.S.
4	Assistant Chief of Staff, G-3, W.D.G.S.
5	Assistant Chief of Staff, G-4, W.D.G.S.
6	Assistant Chief of Staff, G-3, W.D.G.S.
7	Assistant Chief of Staff, WPD, W.D.G.S.
8	Chief of Infantry
9	Chief of Cavalry
10	Chief of Field Artillery
11	Chief of Coast Artillery
12	Chief of the Air Corps
13	Chief of Engineers
14	Chief Signal Officer
15	The Adjutant General
16	The Inspector General
17	The Judge Advocate General.
18	The Quartermaster General.
19	Chief of Finance
20	The Surgeon General
21	Chief of Ordnance
22	Chief of Chemical Warfare Service
23	Chief of the National Guard Bureau
24	Chief of Chaplains
25	Commanding General, First Corps Area
26 and 27	Commanding General, Second Corps Area
28 and 29	Commanding General, Third Corps Area
30	Commanding General, Fourth Corps Area
31	Commanding General, Fifth Corps Area
32	Commanding General, Sixth Corps Area
33	Commanding General, Seventh Corps Area
34 and 35	Commanding General, Eighth Corps Area
36	Commanding General, Ninth Corps Area
37	Assistant Secretary of War
38	Commanding General, Panama Canal Department
39	The Adjutant General, Misc. Div.
40	The Adjutant General, Offrs. Div.
41	The Adjutant General, Enl. Div.
42, 43, 44, 45, 46 and 47	Assistant Chief of Staff, WPD, W.D.G.S. For: Navy and Commanding General, First Army.
48	Commandant, Command & General Staff School, Fort Leavenworth, Kansas.
49	Chief of the Air Corps
50	Assistant Chief of Staff, G-3, W.D.G.S.
51	Assistant Chief of Staff, G-3, W.D.G.S.
52	Commanding General, Second Corps Area
53 to 60 inclusive	Assistant Chief of Staff, G-3, W.D.G.S.

SECRET

1945

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INDEX SHEET

File Under No.
All color war plans

Date May 23, 1930

SYNOPSIS

From: Chief, Materiel Division.

To: Chief of the Air Corps.

Information containing time required to crate various types of airplanes, sizes and weights of same, etc. for all color war plans.

This office advised that all airplanes called for in the various plans can be shipped via water.

Details re number boxes required and approximate cost, etc. shown on attached chart.

How motors shipped separately will be boxed.

Lists of materials required and approximate cost with estimate for labor shown on chart.

Etc.

Original filed under No. WAR PLANS GENERAL - In safe - rear compartment.

WAR DEPARTMENT
A.C. Form No. 174 (Old No. 145)

1946

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COPY AJB:MM:bcr

WAR DEPARTMENT
The Adjutant General's Office
Washington

A.G. 320.2 Air Corps
(7-8-30)Pub. October 15, 1930.

SUBJECT: New Tables of Organization for Air Corps units.

TO: The Commandant,
The Quartermaster Corps Motor Transport School,
Holobird, Quartermaster Depot,
Baltimore, Maryland.

1. The War Planning equipment charts recently issued were based on the tables herewith.

2. Air Corps units are not to be reorganized under these tables at the present time.

3. The equipment, functional division of duties between units, numbers of enlisted men and airplanes shown on these tables have been approved for war time purposes. The numbers of officers in the units and the distribution within the units of the enlisted men by grades and ratings have not been approved.

4. These tables will be used for all war and mobilization planning purposes, except in the overseas departments which will continue to be governed by present projects, and for instructional purposes in all General and Special Service Schools. Corresponding changes in present courses in these schools will be made as rapidly as is practicable.

5. Certain supplemental tables are not completed. Copies thereof will be furnished when available.

By order of the Secretary of War:

ALFRED J. BOOTH,
Adjutant General.

28 Incls.
A.C. Tables of Organization (new).

1947

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(3-D)

February 11, 1929.

MEMORANDUM FOR - Chief Material Division,
Industrial War Plans Section.

1. There is enclosed herewith Copy No. 49 of letter from The Adjutant General, dated February 6, 1929, subject, "Changes No. 1, War Department Special Mobilization Plan Green No. 2, 1928."

2. It is requested that the receipt of this communication be acknowledged on the inclosed form.

For the Chief of the Air Corps:

1 Incl.
Letter AGO, 2/6/29 re above.

T. D. MILLING,
Major, Air Corps,
War Plans Representative.

SECRET

1948

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AG 381 (12-22-28)
(Misc.) C

RLC/ACW

December 29, 1928.

SUBJECT: Special Mobilization Plan Green No. 2.

TO: The Chief of Air Corps.

1. Reference is made to letter this office December 7, 1928, AG 381 (12-6-28), on the above mentioned subject.

2. There is also furnished you herewith Copy No. 49 of the War Department Mobilization Plan Green No. 2.

3. It is requested that the receipt of this communication be acknowledged on the inclosed form.

By order of the Secretary of War:

Robert [illegible]

Adjutant General.

2 Incls.
Copy No. 49 of Plan.
Form receipt.

SECRET

1949

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WPD 3005-67

WAR DEPARTMENT
War Department General Staff
War Plans Division
WASHINGTON

6799

December 10, 1928.

MEMORANDUM FOR THE CHIEF OF AIR CORPS:

Subject: Army Strategical Plan Green No. 2.

1. There is transmitted herewith for your information and guidance Copy No. 33 of Army Strategical Plan Green No. 2, which was approved by the Chief of Staff on January 31, 1928, as the basis for Mobilization Plan Green No. 2, and First Army Operations Plan Green No. 2.

2. It is requested that the attached receipt be executed and returned to this Division.

Geo. S. Simonds

GEO. S. SIMONDS,
Brigadier General,
Assistant Chief of Staff, WPD.

2 Incls.

SECRET

1950

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WAR DEPARTMENT

THE ADJUTANT GENERAL'S OFFICE

IN REPLY REFER TO: AG 381 (12-6-28) (Misc.) M-C

WASHINGTON

December 7, 1928.

SUBJECT: Special Mobilization Plan Green No. 2

TO: The Chief of Air Corps.

SECRET
December 7, 1928.
T.A.G. RRC

1. Inclosed for your information and necessary action is COPY NO. 12, War Department Special Mobilization Plan Green No. 2. It will be noted that this Plan is complete within itself, and contains all the G-1, G-2, G-3 and G-4 data and information heretofore contained in General Staff Appendices; consequently no General Staff Appendices to this Plan are necessary or will be issued by the War Department.

2. Reference paragraph 5 c of the Plan, Corps Area Commanders and Chiefs of Branches concerned will submit to The Adjutant General as soon as practicable, and not later than March 1, 1929, a table showing what military personnel or troops, if any, in addition to those remaining in each Corps Area or under control of Chiefs of Branches on "M" Day, will be required for Zone of the Interior Installations for the execution of this Plan. In this connection attention is called to the fact that under authority of paragraph 26, A.R. 120-10, July 20, 1928, civilians may be employed as caretakers of posts, etc.

3. It is desired that rough draft of Corps Area and Branch Plans be submitted to this office in quadruplicate not later than April 15, 1929, for the approval of the War Department.

4. It is requested that the receipt of this communication be acknowledged on the inclosed form.

By order of the Secretary of War:

C H Bridges

Brigadier General,
Acting The Adjutant General.

2 Incls.
Copy of Plan.
Receipt.

SECRET

1951

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TWH:amh

(3-D)

Orden #7

June 29, 1928.

MEMORANDUM FOR: Major Pickering,
Room 343 State, War & Navy Bldg.,
Washington, D. C.

In compliance with your request the following information is furnished based on the following:

No. in Border Guard		No. in 1st Army
~~585~~	~~Cal. .50 Machine Gun, A.C.~~	695
~~107~~	" .50 " " "	110
13	Bombing Planes	9
16	Attack Planes	34
16	Pursuit Planes	34
84	Observation planes	92

Ammunition carried with troops

1st Army 10 days supply

Cal. .30 Machine Gun, A. C.	~~5,244,000~~ 2,160,000	rounds
" .50 " " " "	~~288,000~~ 306,000	"
Bombs, 25 lb. Fragmentation	~~11,600~~ 8,000	
" 100 " Demolition	~~5,300~~ 2970	
" 300 " "	~~780~~ 270	
" 600 " "	~~360~~ 90	

15 days supply in Depot.

TO GENERAL FILES
Date
EXEC.
PER
T. & O.
INF.
INSP.
MAT.
FIN.
PAT.

SECRET

1952

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Border Guard

Cal. .30 Machine Gun, A. C.	~~218,900~~ 486,600 rounds
" .50 " " "	~~50,600~~ 43,200 "
Bombs, 25 lb. Fragmentation	~~690~~ 1740
" ~~100~~ " Demolition	~~897~~
" ~~300~~ " "	~~27~~
" 600 " "	9

For the Chief of the Air Corps:

F. D. MILLING,
Major, Air Corps,
War Plans Representative.

TO GENERAL FILES
Date

EXEC.
PER
T. & O.
INT.
INSP
MAT.
FIN.
PAT.

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1953

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10 days - 1st army with troops Bombs 60 15 days supply in dept

	30	50	25	100	300	600
Bombs	162000	0	0	1150	270	90
attack	68000	24000	1700	680	0	0
Pursuit	306000	102000	1700		0	0
Obs	1012,000	0	4600	1840	0	0
	7,160,000	306,000	8,000	2970	270	90

Border Guards 3 days supply with troops

Bombs	23400	0	0
attack	32000	9600	80
Pursuit	14400	4800	80
Obs	92400	0	420
	162,200	14,400	580
	176,600		

Attack	2000	600	5	2	0	0
Bombs	1200	0	0	5	3	1
Obs	1100	0	5	2	0	0
Pursuit	0	300	5	0	0	0

Allowance per plane

1954

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Strength 1 Army — 80 000 approx
" Border Guard 33 000 approx.

No. in Border Guard		No. in 1st Army
563	Col. 30 M. G. A. C.	695
107	Col. 50 M. G. A. C.	110
13	Bombing Planes	9
16	Attack Planes	34
16	Pursuit Planes	34
84	Obs. Planes	92

Arms Carried with troops.

Col. 30 M. G. A. C.
Col. 50 M. G. A. C.

Bombs 25 lbs.
" 100 lbs
" 300 lbs
" 600 lbs

1955

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CBEB-sr

(3-D)

May 26, 1928.

6513

MEMORANDUM FOR - Major F. B. Mallon, G.S.,
Room 371 - State, War & Navy Bldg.

SUBJECT -- Green Plan No. 2.

1. In confirmation of our conversation of this date relative the personnel for Green Plan No. 2, the following is submitted:

No. of officers assigned to units	385
" " " necessary per T. of O.	899
" " " needed to bring organization to war strength	514

2. There are sufficient Class "A" reserve pilots to provide the necessary personnel for these units by at least M plus 10 days.

For the Chief of the Air Corps:

T. D. MILLING,
Major, Air Corps,
War Plans Representative.

SECRET

1956

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per Syr prog.	per T of O	Difference	
			1st Army
4	11	7	Headquarters 3rd Attack Group
17	56	39	8th Attack Squadron
17	56	39	90th Attack Squadron
4	11	7	Headquarters 1st Pursuit Group
17	32	15	27th Pursuit Group Inactive
17	32	15	94th " " "
17	56	39	20th Bombardment Squadron
12	35	23	16th Observation Squadron.
0	2	2	First Communication Section Inactive
0	2	2	2nd " " " Inactive
1	1	0	9th Auto Section ?
8*	8	0	8th Airship Co. } 4 at Scott
6*	6	0	24th Airship Service Co. }
5	8	3	60th Service Squadron,
5	8	3	57th " "
5	8	3	59th " "
5	8	3	61st " "
5	8	3	58th " "
0	8	8	64th " " Inactive
17	56	39	11th Bombardment Squadron.
87*	412	250	(*) overall at Scott

Border Guard

87	11	38*		Headquarters 11th Observation Group School
	35			46th Observation Squadron
	35			51st " "
	35		125	52nd " "
	8		87	62nd Service Squadron
	1		- 38	20th Auto Section
73	11	38*	103	Headquarters 10th Composite Group School
	35		73	41st Observation Squadron
	56		- 38	42nd Attack Squadron
	1		22	22nd Auto Section
4	5	1		Headquarters 2nd Bombardment Wing
4	11	7		" " " " Group
17	56	39		96th Bombardment Squadron
17	32	15		17th Pursuit Squadron
17	32	15		95th " "
0	56	56		26th Attack Squadron Inactive
0	56	56		13th " " "
4	11	7		Headquarters 7th Bombardment Group
385	899	514		

(*) Net shortage for other units.

1058 Regular
122 Reserve
1180 Total
June 30, 1926

1957

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CBB:amh

(3-D)

6342

February 24, 1928.

MEMORANDUM for Assistant Chief of Staff, W.P.D.
Attention - Major Worcester.

SUBJECT - Green Plan No. 2.

1. As per your instructions relative to the Air Corps troops necessary for certain phases of the Green Plan, the following is submitted. In addition to the Division, Air Service, the following units should constitute the G.H.Q. Air Force with stations on or near the Green border:

Unit	Station in Vicinity of	When available
Hq., 2nd Bomb. Wing	El Paso, Tex.	M Day
" 2nd " Group	" " "	M Day
94th Pursuit Sq.	" " "	M Day
2nd Photo Section	" " "	M Day
96th Bomb. Sq.	" " "	M Day
26th Attack Sqdn. (To be reconstituted on M Day)	" " "	M + 30
64th Service Sq. (To be reconstituted on M Day)	" " "	M + 30
13th Attack Squadron (To be reconsituted on M Day)	Marfa, Texas	M + 30
Hq., 11th School Group (Organize as Attack or Obs.)	Laredo, Texas	M Day
46th School Sq. (Organize as Attack or Observation)	Laredo, Texas	M Day
62nd Service Sqdn.	Laredo, Texas	M Day
20th Photo Section	" "	M Day
51st School Sqdn. (Organize as Attack or Observation)	McAllen, Texas	M Day
52nd School Sq. (Organize as Attack or Observation)	Brownsville, Texas	M Day

SECRET

1958

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Unit	Station in Vicinity of	When available
Hq., 10th School Group (Org. as Attack or Observation)	Douglas, Ariz.	M Day
41st School Sq. (Org. as Attack or Observation)	" "	M Day
42nd School Sq. (Org. as Attack or Observation)	Nogales, Ariz.	M Day

2. Although it is the understanding of this office that special service schools will cease to function on M Day and that the personnel and equipment will be available for duty, nevertheless, it is not believed that all of the Air Force in the Zone of the Interior would be needed on the Blue-Green Border. In view of which a nucleus at the primary and advanced flying schools have been left at their home stations.

3. In addition, the garrison at Rockwell Field, Calif., consisting of Hq. 7th Bombardment Group, 95th Pursuit Squadron and 11th Bombardment Squadron have not been recommended for assignment to any particular locality but should be held at their home station for such emergency as might arise between Nogales, Arizona, and San Diego, California.

For the Chief of the Air Corps:

T. D. MILLING,
Major, Air Corps,
War Plans Representative.

SECRET

1959

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WAR DEPARTMENT
OFFICE OF THE CHIEF OF AIR CORPS
WASHINGTON

2/23/28

MEMORANDUM for

Green No 2.

Expedition

2 Gp Hqrs (Wet Base 28 Act)
2 Act Sq
2 Pur Sq
1 Bomt Sq
1 Obs Sq
5 S S (2 for army air depot)
1 Airby Co
1 Airby S S.
1 Airdrome Co
2 Com Sec
1 Photo Sec.

CHAS. B. B. BUBB
Captain Air Corps.
War Plans Section

1960

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CRBB-sr
(3-D)

February 16, 1928.

6328

MEMORANDUM FOR - Major Cordlandt Parker, G.S.,
Room 351 - State, War & Navy Bldg.

SUBJECT - GREEN PLAN NO. 2.

Reference your request for the names of the units that will remain in the continental United States after the expeditionary requirements have been met (Green Plan No. 2), the following is submitted as of June 30, 1928:

Hq. 11th School Group
46th " Sqdn.
51st " "
52nd " "
62nd Service "
20th Photo Section
Hq. 24th School Wing
Hq. 10th School Group
40th " Sqdn. (tentatively assigned 2nd Cavalry Div.)
41st " "
42nd " "
43rd " "
39th " "
48th " "
68th Service "
22nd Photo Section (tentatively assigned 2nd Cavalry Div.)
Hq. 2nd Bombardment Wing
Hq. 2nd " Group
96th " Sqdn.
2nd Photo Section
19th Airship Company

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1961

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Hq. 13th School Group
47th " Sqdn.
54th " "
53th " "
70th Service "
23rd Photo Section
Hq. 9th Observation Group
88th " Sqdn. (Reconstituted June 1, 1928) 5th Div.
Hq. 7th Bombardment Group (Organized " " ")
95th Pursuit Sqdn. (Reconstituted " " ")
11th Bombardment Sqdn. (" " " ")
Hq. 1st Pursuit Group
94th " Sqdn.
Hq. 21st Airship Group
9th " Company
12th " "
21st Photo Section.

NOTE:- The 106th Observation Squadron and the 106th Photo Section, both National Guard, have been assigned to the 5th Division in lieu of the 88th Observation Squadron and the 7th Photo Section which are inactive.

For the Chief of the Air Corps:

T. D. MILLING,
Major, Air Corps,
War Plans Representative.

Note. 88th Obs + 7th P.S. assigned to 5th Div. and to be ready for use by M + 30 days

SECRET

1962

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ARMY STRATEGICAL PLAN - GREEN NO. 3

This has been Superseded by New Plans

TO BE RETURNED TO

DECLASSIFIED

1965

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by New Plan

4089-G

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WAR DEPARTMENT SPECIAL MOBILIZATION PLAN GREEN NO. 3.

and

SUBORDINATE PLANS BASED THEREON

COPY NO.	RECIPIENT
1	Assistant Chief of Staff, G-1, W.D.G.S.
2	Assistant Chief of Staff, G-2, W.D.G.S.
3	Assistant Chief of Staff, G-3, W.D.G.S.
4	Assistant Chief of Staff, G-4, W.D.G.S.
5	Assistant Chief of Staff, WPD, W.D.G.S.
6 and 7	Chief of the Air Corps
8	Chief of Engineers
9	Chief Signal Officer
10	The Adjutant General
11	The Judge Advocate General
12	The Quartermaster General
13	Chief of Finance
14	The Surgeon General
15	Chief of Ordnance
16	Chief of Chemical Warfare Service
17	Commanding General, First Corps Area
18	Commanding General, Second Corps Area
19	Commanding General, Third Corps Area
20	Commanding General, Fourth Corps Area
21	Commanding General, Fifth Corps Area
22	Commanding General, Sixth Corps Area
23	Commanding General, Seventh Corps Area
24	Commanding General, Eighth Corps Area
25	Commanding General, Ninth Corps Area
26	Assistant Secretary of War
27	Assistant Chief of Staff, WPD, W.D.G.S. - For: Commanding Generals, Forces A, B and C.
28	
29	
30	
31	
32	
33	Commandant, Army War College
34	Assistant Chief of Staff, G-3, W.D.G.S.
35	Assistant Chief of Staff, G-3, W.D.G.S.
36	Assistant Chief of Staff, G-3, W.D.G.S.
37	Assistant Chief of Staff, G-3, W.D.G.S.
38	Assistant Chief of Staff, G-3, W.D.G.S.
39	Assistant Chief of Staff, G-3, W.D.G.S.
40	Commanding General, New York Port of Embarkation

SECRET

1967

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HHY/cpc

March 5, 1937.

Air Officers' SMP Green No. 3, VIII CA.

Commanding General, Eighth Corps Area,
Ft. Sam Houston,
San Antonio, Texas.

Attached hereto is Copy No. 27 of Air Officers' Special Mobilization Plan Green No. 3, Eighth Corps Area. This copy is surplus in this office and is returned to your office for disposition.

For the Chief of the Air Corps:

H. H. Arnold,
Lieut. Colonel, Air Corps,
Executive.

1 Incl.
SMP-Green(3) Air, VIII CA.

SECRET

1968

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(9)

July 18, 1933.

Air Corps Special Mobilization Plan Gree. No. 3,
1933 Revision.

The Adjutant General.

1. In compliance with instructions contained in letter A.G. O., July 8, 1933, there are returned herewith superseded copies, numbers 6 and 7, of the Air Corps Special Mobilization Plan Green No. 3 which have been replaced by the 1933 Revision of those pages received with above mentioned letter.

2. It is requested that receipt for these superseded pages be acknowledged on the enclosed form.

For the Chief of the Air Corps:

2 Incls.
superseded pages (dup.)
form receipt.

C. WESTOVER,
Brigadier General, Air Corps,
Assistant Chief of the Air Corps

Plans Division
177
A 25
A 9 R

SECRET

1969

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SECRET

(9).

ADDRESS REPLY TO
CHIEF OF THE AIR CORPS
WAR DEPARTMENT
WASHINGTON, D. C.

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

July 11, 1933.

SUBJECT: Air Corps Special Mobilization Plan, Green No. 3, 1933 Revision.

TO: Chief, Materiel Division, Air Corps,
Wright Field, Dayton, Ohio.

1. Transmitted herewith are Copy No. 7, 1933 Revision, Air Corps Special Mobilization Plan Green No. 3, consisting of the following pages -

Index sheet, page 2
Page II of text,
Tables, I-A, I-B, II-A, II-B, III-A & III-B,

together with letter A.G.O., July 8, 1933, on the above subject.

2. Instructions contained in Par. 2 of the A.G.O. letter will be followed and the superseded pages returned to this office for transmission to The Adjutant General.

3. It is requested that receipt of thses documents be acknowledged on the enclosed form.

By order of the Chief of the Air Corps:

3 Incls.
Revised pages
A.G.O. letter
Form receipt.

J. E. CHANEY,
Lieut. Colonel, Air Corps,
A cting Executive.

1st Ind.

War Dept., Air Corps Materiel Division, Wright Field, Dayton, Ohio, July 13, 1933. To: The Chief of the Air Corps.

1. The revised pages have been inserted in Copy No. 7 of the above plan on file in this office, and the following superseded pages are returned herewith: Index Sheet, page 2; Page 11 of text; Tables I, II, III, IV, V, and VI, together with form receipt for acknowledgement.

For the Chief of the Materiel Division:

Orig. incls. w/d.
2 added.
revised pages,
form receipt.

SECRET

A. W. Robins,
Lt. Col., Air Corps,
Executive.

1970

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2d Ind. HVH/cpc (9)

War Department, Office, Chief of the Air Corps, Washington, D.C., May 16, 1933 - To The Adjutant General.

Transmitted herewith find forty (40) copies of the revised sheets to the Air Corps Special Mobilization Plan Green No. 3 as requested in par. 2 of 1st indorsement above.

For the Chief of the Air Corps:

J. E. CHANEY,
Lt. Col., Air Corps,
Acting Executive.

1 Incl.
Withdrawn: 8 Incls. (In quadruplicate).
Added: 1 Incl. (8 pages - in quadragesimal).

Basic Communication - Ltr 4-25-33 fr OCAC to TAG
subject: "Air Corps Plan - Green No. 3".

SECRET

1971

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AG 381 (4-25-33)
(Misc.) C 1st Ind. ACW

War Department, A.C.C.O., May 10, 1933.- To the Chief of the Air Corps.

1. The revised sheets to the Air Corps Special Mobilization Plan Green No. 3, returned herewith, are approved.

2. It is desired that forty (40) copies of these revised sheets be furnished this office for distribution.

By order of the Secretary of War:

John H. Richardson

8 Incls. (In quad.) Adjutant General.
(No change).

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(9)

HVH/cpc

April 25, 1933.

Air Corps Plan - Green No. 3.

The Adjutant General.

Transmitted herewith for approval are revised sheets to the Air Corps Plan to the War Department General Mobilization Plan Green No. 3. The revised sheets pertain to a modification and correction of Tables I, II and III, and are made necessary in order to include the tonnage data for the 10 days maintenance stocks specified under paragraph 26a of basic plan.

For the Chief of the Air Corps:

O. WESTOVER,
Brigadier General, Air Corps,
Assistant Chief of the Air Corps.

8 Incls. (in quad.)
Incls 1 to 6- Tables I-A, I-B, II-A, II-B, III-A, and III-B.
Incl. 7 - Index Sheet.
Incl. 8 - Page 11.

Plans Division

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TABLE NO. I-A

GREEN PLAN NO. 3

INITIAL ISSUE AND

10 DAYS MAINTENANCE STOCK

FORCE A

Consolidated Frt. Classif. No. 6

Point of Origin: San Antonio Air Depot.

Destination: Galveston, Texas.

	Item No.	Page No.	Wt.Lbs.	Cu.Ft.
Bag, Clothing	10	85	193	11
Camera, K-3A	23	135	391	33
Camera, K-4	23	135	337	42
Camera, T-2A	23	135	105	11
Camera, K-6	23	135	419	26
Camera, Spotting, Hand Held	23	135	190	19
Cap, Mechanic	9	273	142	11
Coat, Flying, Life	24	158	1342	268
Dolly, Tail Skid	16	492	4678	468
Engine, Airplane	12	325	25626	1541
Equipment, Office	10	220	5720	501
Equipment, Parachute Packing	10	220	55	6
Equipment, Photographic, Set	25	394	1650	275
Gasoline, Aviation	32	392	558924	15147
Gauntlets, Summer Flying	11	258	292	15
Gauntlets, Winter Flying	11	258	388	15
Goggles, Flying	5	372	287	11
Helmets, Summer	Not classified		507	25
Helmets, Winter	Not classified		507	25
Jackets, Flying	22	303	409	102
Kit, Airplane Crew Chief	2	498	3553	89
Machine, Adding	8	60	33	4
Machine, Sewing	4	451	221	166
Mask, Face	22	303	261	8
Oil, Aviation	4	393	39522	924
Parachutes	19	390	9073	657
Parts, Spare, Airplane	17	72	32415	6240
Parts, Spare, Engine	12	325	2482	176
Shoes, Flying	22	303	1617	108
Shoes, Mechanics	22	303	1344	81
Sight, Bomb	26	372	706	183
Still, Water	17	535	177	11
Suits, Flying Summer	24	158	512	102
Suits, Flying Winter	24	158	2626	716
Suits, Mechanics	24	158	5845	1168
Supplies, Airplane Set	26	72	14674	298
Supplies, Engine Set	12	466	11006	256
Supplies, Photo., Field Set	25	394	770	90
Sweaters	24	158	818	205
Tools, Airplane Maintenance Set	2	498	5519	149
Tractor, Crane	6	325	2933	366
Trucks, Field Generating	6	325	62625	3467
Trucks, Photo. Developing	6	325	15662	867
Trucks, Photo. Printing	6	325	15662	867
Trucks, Wrecking	6	325	11184	2145
TOTAL			843400	37895
SHORT TONS			(421.70)	

Note: Available for loading with troops.

SECRET

Encl 1

SECRET

1974

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TABLE NO. I-B

GREEN PLAN NO. 3

10 DAYS RESERVE FOR T/O RESERVE DEPOT STOCK

FORCE A

Consolidated Frt. Classif. No. 6

Point of Origin: San Antonio Air Depot.
Destination: Galveston, Texas.

	Item No.	Page No.	Wt.Lbs.	Cu.Ft.
Bag, Clothing	10	85	12	1
Camera, K-3A	23	135	27	2
Camera, K-4	23	135	24	3
Camera, K-6	23	135	88	5
Camera, T-2A	23	135	88	10
Camera, Spotting, Hand Held	23	135	40	4
Cap, Mechanic	9	273	4	1
Coat, Flying, Life	24	158	40	8
Dolly, Tail Skid	16	492	13	1
Engine, Airplane	12	325	4771	333
Equipment, Office	10	220	400	35
Equipment, Parachute Packing	10	220	50	5
Gasoline, Aviation	32	392	339480	9200
Gauntlets, Summer Flying	11	258	8	1
Gauntlets, Winter Flying	11	258	11	1
Goggles, Flying	5	372	16	1
Helmets, Summer	Not classified		15	1
Helmets, Winter	Not classified		18	1
Jackets, Flying	22	303	12	3
Kit, Airplane Crew Chief	2	498	30	1
Machine, Sewing	4	451	1	1
Mask, Face	22	303	8	1
Oil, Aviation	4	393	19975	467
Parachutes	19	390	696	50
Parts, Spare, Airplane	17	72	16968	3175
Parts, Spare, Engine	12	325	1411	100
Shoes, Flying	22	303	47	3
Shoes, Mechanics	22	303	76	5
Sight, Bomb	26	372	50	13
Still, Water (Parts & Supplies for)	17	535	1	1
Suits, Flying Summer	24	158	32	2
Suits, Flying Winter	24	158	77	21
Suits, Mechanics	24	158	352	66
Supplies, Airplane Set	26	72	3340	68
Supplies, Engine Set	12	466	2505	58
Supplies, Photo., Field Set	25	394	300	35
Sweaters	24	158	24	6
Tools, Airplane Maintenance Set	2	498	100	4
Tractor, Crane	6	325	666	83
Trucks, Field Gen.(Parts & Sup. for)	6	325	932	52
Trucks, Photo.Dev.(Parts & Sup. for)	6	325	238	13
Trucks, Photo.Prtg.(Parts & Sup.for)	6	325	238	13
Trucks, Wrecking (Parts & Sup. for)	6	325	167	32
TOTAL			393326	13885
SHORT TONS			(196.66)	

Note: Available for loading aboard ship not later than 10-M.

SECRET

SECRET

1975

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SECRET

TABLE NO. II-A

GREEN PLAN NO. 3

INITIAL ISSUE AND
10 DAYS MAINTENANCE STOCK

FORCE B

Consolidated Frt. Classif. No. 6

Point of Origin: San Antonio Air Depot.
Destination: Galveston, Texas.

	Item No.	Page No.	Wt.Lbs.	Cu.Ft.
Bag, Clothing	10	85	24	2
Camera, K-3A	23	135	391	33
Camera, K-4	23	135	337	41
Camera, T-2A	23	135	105	11
Camera, K-6	23	135	419	25
Camera, Spotting, Hand Held	23	135	190	19
Cap, Mechanic	9	273	23	2
Coat, Flying, Life	24	158	149	30
Dolly, Tail Skid	16	492	574	57
Engine, Airplane	12	325	3278	229
Equipment, Office	10	220	880	77
Equipment, Photographic, Set	25	394	1650	275
Gasoline, Aviation	32	392	75936	2058
Gauntlets, Summer Flying	11	258	48	2
Gauntlets, Winter Flying	11	258	66	2
Goggles, Flying	5	372	46	2
Helmets, Summer	Not classified		76	3
Helmets, Winter	Not classified		76	3
Jackets, Flying	22	303	64	17
Kit, Airplane Crew Chief	2	498	457	11
Mask, Face	22	303	44	1
Oil, Aviation	4	393	4332	101
Parachutes	19	390	1443	105
Parts, Spare, Airplane	17	72	14863	2780
Shoes, Flying	22	303	270	18
Shoes, Mechanics	22	303	172	10
Sight, Bomb	26	372	89	35
Still, Water	17	555	35	2
Suits, Flying, Summer	24	158	80	17
Suits, Flying, Winter	24	158	411	112
Suits, Mechanics	24	158	924	185
Supplies, Airplane Set	26	72	2840	54
Supplies, Engine Set	12	466	1980	40
Supplies, Photo. Field Set	25	394	772	90
Sweaters	24	158	114	29
Tools, Airplane Maintenance Set	2	498	1103	30
Trucks, Field Generating	6	325	31878	1764
Trucks, Photo. Developing	6	325	15708	870
Trucks, Photo. Printing	6	325	15708	870
Trucks, Wrecking	6	325	5610	1076
TOTAL			182944	11082
SHORT TONS			(91.47)	

Note: Available for loading with troops.

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TABLE II-B

GREEN PLAN NO. 5

10 DAYS RESERVE FOR T/O RESERVE DEPOT STOCK

FORCE B

Consolidated Frt. Classif. No. 6

Point of Origin: San Antonio Air Depot.
Destination: Galveston, Texas.

	Item No.	Page No.	Wt.Lbs.	Cu.Ft.
Bag, Clothing	10	85	1	1
Camera, K-3A	23	135	82	7
Camera, K-4	23	135	71	9
Camera, K-6	23	135	88	5
Camera, T-2A	23	135	86	9
Camera, Spotting, Hand Held	23	135	40	4
Cap, Mechanic	9	273	1	1
Coat, Flying, Life	24	158	5	1
Dolly, Tail Skid	16	492	40	4
Engine, Airplane	12	325	1300	90
Equipment, Office	10	220	800	70
Gasoline, Aviation	32	392	44280	1200
Gauntlets, Summer Flying	11	258	2	1
Gauntlets, Winter Flying	11	258	2	1
Goggles, Flying	5	372	3	1
Helmets, Summer	Not classified		2	1
Helmets, Winter	Not classified		2	1
Jackets, Flying	22	303	2	1
Kit, Airplane Crew Chief	2	498	30	1
Mask, Face	22	305	1	1
Oil, Aviation	4	393	1712	40
Parachutes	19	390	45	3
Parts, Spare, Airplane	17	72	260	67
Shoes, Flying	22	303	8	1
Shoes, Mechanics	22	303	10	1
Sight, Bomb	26	372	6	2
Still, Water (Parts & Supplies for)	17	535	1	1
Suits, Flying Summer	24	156	3	1
Suits, Flying Winter	24	158	11	3
Suits, Mechanics	24	158	28	1
Supplies, Airplane Set	25	72	867	14
Supplies, Engine Set	12	466	500	12
Supplies, Photo., Field Set	25	394	600	70
Sweaters	24	158	3	1
Tools, Airplane Maintenance Set	2	498	333	9
Trucks, Field Gen. (Parts & Sup. for)	6	325	93	5
Trucks, Photo. Dev. (Parts & Sup. for)	6	325	93	5
Trucks, Photo. Prtg. (Parts & Sup. for)	6	325	93	5
Trucks, Wrecking (Parts & Sup. for)	6	325	33	6
TOTAL			51337	1656
SHORT TONS			(25.67)	

Note: Available for loading aboard ship not later than 10-M.

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TABLE III-A

GREEN PLAN NO. 3

INITIAL ISSUE PLUS
10 DAYS MAINTENANCE STOCK

FORCE C

Consolidated Frt. Classif. No. 6

Point of Origin: Rockwell Air Depot.
Destination: San Francisco, Calif.

	Item No.	Page No.	Wt. Lbs.	Cu.Ft.
Bag, Clothing	10	85	24	2
Camera, K-3A	23	135	391	33
Camera, K-4	23	135	337	41
Camera, T-2A	23	135	105	11
Camera, K-6	23	135	419	25
Camera, Spotting, Hand Held	23	135	190	19
Cap, Mechanics	9	273	23	2
Coat, Flying, Life	24	158	149	30
Dolly, Tail Skid	16	492	574	57
Engine, Airplane	12	325	3278	229
Equipment, Office	10	220	880	77
Equipment, Photographic, Set	25	394	1650	275
Gasoline, Aviation	32	392	75936	2058
Gauntlets, Summer Flying	11	258	48	2
Gauntlets, Winter Flying	11	258	65	2
Goggles, Flying	5	372	46	2
Helmets, Summer	Not classified		76	3
Helmets, Winter	Not classified		76	3
Jackets, Flying	22	303	64	17
Kit, Airplane Crew Chief	2	498	437	11
Mask, Face	22	303	44	1
Oil, Aviation	4	393	4332	101
Parachutes	19	390	1443	105
Parts, Spare, Airplane	17	72	14863	2780
Shoes, Flying	22	303	270	18
Shoes, Mechanics	22	303	172	10
Sight, Bomb	28	372	89	23
Still, Water	17	535	35	2
Suits, Flying, Summer	24	158	80	17
Suits, Flying, Winter	24	158	411	112
Suits, Mechanics	24	158	924	185
Supplies, Airplane Set	26	72	2640	54
Supplies, Engine Set	12	466	1980	46
Supplies, Photo. Field Set	25	394	772	90
Sweaters	24	158	114	29
Tools, Airplane Maintenance Set	2	498	1103	30
Trucks, Field Generating	6	325	31878	1764
Trucks, Photo. Developing	6	325	15708	870
Trucks, Photo. Printing	6	325	15708	870
Trucks, Wrecking	6	325	5610	1076
TOTAL			182944	11082
SHORT TONS			(91.47)	

Note: Available for loading with troops.

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Incl 5

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TABLE NO. III-B

GREEN PLAN NO. 3

30 DAYS RESERVE FOR T/O RESERVE DEPOT STOCK

FORCE C

Consolidated Frt. Classif. No. 6

Point of Origin: Rockwell Air Depot.
Destination: San Francisco, Calif.

	Item No.	Page No.	Wt.Lbs.	Cu.Ft.
Bag, Clothing	10	85	1	1
Camera, K-3A	23	135	82	7
Camera, K-4	23	135	71	9
Camera, K-6	23	135	88	5
Camera, T-2A	23	135	86	9
Camera, Spotting, Hand Held	23	135	40	4
Cap, Mechanics	9	273	2	1
Coat, Flying, Life	24	158	15	3
Dolly, Tail Skid	16	492	40	4
Engine, Airplane	18	325	2600	181
Equipment, Office	10	220	800	70
Gasoline, Aviation	32	392	132840	3600
Gauntlets, Summer Flying	11	258	5	1
Gauntlets, Winter Flying	11	258	6	1
Goggles, Flying	5	372	6	1
Helmets, Summer	Not classified		6	1
Helmets, Winter	Not classified		6	1
Jackets, Flying	22	303	6	2
Kit, Airplane Crew Chief	2	498	30	1
Mask, Face	22	303	4	1
Oil, Aviation	4	393	5136	120
Parachutes	19	390	134	10
Parts, Spare, Airplane	17	72	730	200
Shoes, Flying	22	303	25	2
Shoes, Mechanics	22	303	30	2
Sight, Bomb	26	372	17	5
Still, Water (Parts & Supplies for)	17	535	1	1
Suits, Flying, Summer	24	158	8	2
Suits, Flying, Winter	24	158	33	9
Suits, Mechanics	24	158	83	8
Supplies, Airplane Set	26	72	2000	41
Supplies, Engine Set	12	466	1500	35
Supplies, Photo. Field Set	25	394	600	70
Sweaters	24	158	10	3
Tools, Airplane Maintenance Set	2	498	1000	87
Trucks, Field Gen.(Parts & Sup.for)	6	325	280	16
Trucks, Photo.Dev.(Parts & Sup.for)	6	325	280	16
Trucks, Photo.Prtg.(Parts & Sup.for)	6	325	280	16
Trucks, Wrecking (Parts & Sup.for)	6	325	100	10
TOTAL			149033	4493
SHORT TONS			(74.52)	

Note: Available for loading aboard ship not later than 10-M.

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(CORRECTED SHEET - 4-25-33)

Section V - G-4	Paragraph
Delivery of Aircraft	20
Completion of Equipment on Aircraft	21
Reports on Aircraft to the Chief of the Air Corps	22
Redistribution and Replacement of Aircraft	23
Supplies for Aircraft	24
Costs	25

Part II

Table I-A	Initial Issue and 10 Days Maintenance Stock for Force "A" to be available for loading with troops.
Table I-B	10 Days Reserve for T/O Reserve Depot Stock for Force "A" to be available for loading aboard ship not later than 10-M.
Table II-A	Initial Issue and 10 Days Maintenance Stock for Force "B" to be available for loading with troops.
Table II-B	10 Days Reserve for T/O Reserve Depot Stock for Force "B" to be available for loading aboard ship not later than 10-M.
Table III-A	Initial Issue Plus 10 Days Maintenance Stock for Force "C" to be available for loading with troops.
Table III-B	30 Days Reserve for T/O Reserve Depot Stock for Force "C" to be available for loading aboard ship not later than 10-M.

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in excess by Corps Area Commanders under paragraph 22 above, and will supply the shortages directly to the respective Forces in the following priority:

(1) Forces "A", "B" and "C".
(2) Border Guard.
(3) Zone of the Interior.

The supply of tactical airplanes of the Regular Army and National Guard as of March 31, 1931 is set forth in Table V.

b. Replacement of Aircraft. - The Chief of the Air Corps will provide replacement for flying equipment based on the following replacement rates for airplanes:

(1) For units assigned to Forces "A", "B" and "C" - 25% per month.
(2) For units assigned to the Border Guard - 15% per month.

24. Supplies for Aircraft

a. Delivery of Supplies. - Air Corps equipment and supplies (except airplanes) to cover requirements for initial issues and 10 days maintenance stock for Forces "A", "B" and "C" (see Tables I, II and III) will be made available for loading with Air Corps troops. Air Corps equipment and supplies necessary to establish 10 days reserve for Theater of Operations reserve depot stocks for Forces "A" and "B", and 30 days reserve for Theater of Operations reserve depot stocks for Force "C" will be made available for loading aboard ship at such time as will insure their arrival at the ports of debarkation within 10 days after the arrival of Forces "A", "B" and "C" at their respective debarkation points. Shipments identical with those set forth in Tables I-B and II-B will be forwarded once in 10 days thereafter. Shipments similar to those set forth in Table III-B will be forwarded for Force "C" once in 30 days thereafter. The above shipments will insure the maintenance of a 10 day level of reserve depot stocks for Forces "A" and "B", and a 30 day level of reserve depot stock for Force "C". Reserve stocks for the Border Guard will be forwarded in such quantities as may be prescribed by the Commanding Generals of the VIII and IX Corps Areas.

b. Basis of Supplies. - Gasoline and oil and other supplies essential for flying will be provided by the Chief of the Air Corps, based upon the assumption that each military airplane will fly an average of two hours a day, and that 75% of all airplanes assigned to combat units will be in commission at all times.

25. Cost. - Total cost of organizational equipment, Reserve Stock and maintenance equipment and supplies from M-day to 365 M days - $42,903,317.

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Mat. Div. A. C. 312-Wright Field 5-10-32-40M

WAR DEPARTMENT
AIR CORPS
MATERIEL DIVISION
OFFICE OF THE CHIEF OF DIVISION

WRIGHT FIELD, DAYTON, OHIO
April 20, 1933

Memorandum for Major H. V. Hopkins, Air Corps.
Office, Chief of the Air Corps.

Subject: Tables of Supply - Green No. 3.

1. As a result of a restudy of War Department Special Mobilization Plan Green No. 3, we are forwarding herewith a new text to cover Section V (G-4).

2. In preparing the original text and tables, paragraph 26 a of the War Department Plan was apparently misinterpreted. The sentence as written reads "Supplies of all classes for 10 days at 29 pounds per man per day in addition to those required for maintenance during the voyage, will be made available for loading with troops, by the Chiefs of Supply Branches concerned, at Ports of Embarkation". If the whole context of the sentence is considered it would appear to exclude Air Corps supplies. It states "supplies of all classes for 10 days at 29 pounds per man per day in addition to those required for maintenance during the voyage". Air Corps supplies could not be expressed in terms of pounds per man per day and none of these supplies would be consumed during the voyage inasmuch as the airplanes will proceed under their own power or be loaded on ships and, in either case, supplies aboard ship would be totally inactive. However, a perusal of the plans prepared by other supply services indicates that they interpreted this paragraph to require a 10 days maintenance stock to accompany troops. We have, therefore, revised Tables I, II, and III by the addition of this 10 days maintenance stock to be made available for loading with troops. In addition, we have prepared Tables Ia, IIa, and IIIa in which we have set up the weight and tonnage data for the reserve depot stocks for Forces "A", "B", and "C".

3. With these changes, it is believed that the error you have pointed out has been corrected and that the Quartermaster Corps can take the information we are forwarding and make necessary computations of tonnage requirements.

R. B. Hough, Jr.
Captain, Air Corps,
Chief, Industrial War Plans Section.

Incls.
Tables I, Ia, II, IIa,
- III, and IIIa.
Paragraphs 20 - 25, incl.,
Section V, G-4.

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SECTION V

G-4

20. Delivery of Aircraft

a. Responsibility for Delivery of Aircraft. - Corps Area Commanders will be responsible for the delivery of aircraft from all stations within their Corps Area, except excepted stations for which the Chief of the Air Corps will have the responsibility.

b. Delivery of Aircraft to Forces "A" and "B". - Aircraft, destined for Forces "A" and "B", which are in commission and which can be placed in commission and flown to San Antonio Air Depot by 10 M days, will be flown to that point, and will then proceed under their own power by air in such time as to enable them to arrive at the ports of debarkation at the times determined by the Commanding Generals of Forces "A" and "B". The routes to be followed from San Antonio, Texas, to the port of debarkation will be as directed by the Commanding Generals of Forces "A" and "B".

c. Delivery of Aircraft to Force "C". - Aircraft destined for Force "C" which are in commission and which can be placed in commission and flown to Rockwell Air Depot by 10 M, will be flown to that point and will then proceed under their own power by air to the port of debarkation, which has been selected by the Commanding General of Force "C". The time of departure and the route to be followed from Rockwell Air Depot to the port of debarkation will be as directed by the Commanding General of Force "C".

d. Delivery of Aircraft to Border Guard. - Aircraft destined for the Border Guard stationed east of the 114th Meridian of Longitude, will be flown to the San Antonio Air Depot to await orders for station from the Corps Area Commander. Aircraft destined for the Border Guard, stationed west of the 114th Meridian of Longitude, will be flown to the Rockwell Air Depot for the same purpose.

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21. Completion of Equipment on Aircraft. - Airplanes will be equipped with machine gun mounts and bomb racks before departure from their home stations, unless such installation will unduly delay arrival at destination. In exceptional cases such installations will be completed for the airplanes of Forces "A" and "B" at San Antonio Air Depot, for Force "C" at Rockwell Air Depot, and for the Border Guard at either the San Antonio or Rockwell Air Depots.

22. Reports on Aircraft to the Chief of the Air Corps. - The Corps Area Commander will report direct to the Chief of the Air Corps the following:

a. The number and types of airplanes destined for Forces "A", "B", "C" and Border Guard, separately, which can not be equipped with machine gun mounts and bomb racks at their home stations.

b. The number and types of airplanes available on M-day in excess or short of the number required for Forces "A", "B", "C" and the Border Guard.

c. Any excess or shortage of other Air Corps equipment in the Units mobilized under his direction.

23. Redistribution and Replacement of Aircraft

a. Redistribution of Aircraft. - The Chief of the Air Corps will be responsible for the redistribution of Air Corps equipment reported in excess by Corps Area Commanders under paragraph 22 above, and will supply the shortagesdirectly to the respective Forces in the following priority:

(1) Forces "A", "B" and "C".
(2) Border Guard.
(3) Zone of the Interior.

The supply of tactical airplanes of the regular Army and National Guard as of March 31, 1931 is set forth in Table V.

b. Replacement of Aircraft. - The Chief of the Air Corps will provide replacement for flying equipment based on the following replacement rates for airplanes:

(1) For units assigned to Forces "A", "B" and "C" - 25% per month.
(2) For units assigned to the Border Guard - 15% per month.

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24. Supplies for Aircraft

a. Delivery of Supplies. - Air Corps equipment and supplies (except airplanes) to cover requirements for initial issues and 10 days maintenance stock for Forces "A", "B" and "C" (see Tables I, II and III) will be made available for loading with Air Corps troops. Air Corps equipment and supplies necessary to establish 10 days reserve for Theater of Operations reserve depot stocks for Forces "A" and "B", and 30 days reserve for Theater of Operations reserve depot stocks for Force "C" will be made available for loading aboard ship at such time as will insure their arrival at the ports of debarkation within 10 days after the arrival of Forces "A", "B" and "C" at their respective debarkation points. Shipments identical with those set forth in Tables Ia and IIa will be forwarded once in 10 days thereafter. Shipments similar to those set forth in Table IIIa will be forwarded for Force "C" once in 30 days thereafter. The above shipments will insure the maintenance of a 10 day level of reserve depot stocks for Forces "A" and "B", and a 30 day level of reserve depot stock for Force "C". Reserve stocks for the Border Guard will be forwarded in such quantities as may be prescribed by the Commanding Generalsof the VIII and IX Corps Areas.

b. Basis of Supplies. - Gasoline and oil and other supplies essential for flying will be provided by the Chief of the Air Corps, based upon the assumption that each military airplane will fly an average of two hours a day, and that 75% of all airplanes assigned to combat units will be in commission at all times.

25. Cost. - Total cost of organizational equipment, Reserve Stock and maintenance equipment and supplies from M-day to 365 M days - $42,903,317.

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(9). apr

May 12, 1933.

Changes to Quartermaster Corps Special Mobilization Plan Green No. 3 (1931 Revision)

The Adjutant General.

1. In compliance with instructions contained in letter A.G.O., April 28, 1933 on the above subject, there are returned herewith superseded pages to the Quartermaster Corps Special Mobilization Plan Green No. 3 which have been replaced by those pages received with above mentioned letter.

2. It is requested that receipt of the above mentioned pages be acknolwedged on the enclosed form.

For the Chief of the Air Corps:

2 Incls.
QMC pages (Dup.)
Form receipt.

J. E. CHANEY,
Lieut. Colonel, Air Corps,
Acting Executive.

Plans Division

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ADDRESS REPLY TO
CHIEF OF THE AIR CORPS
WAR DEPARTMENT
WASHINGTON, D. C.

SECRET

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

May 8, 1933.

SUBJECT: Changes to Quartermaster Corps Special Mobilization Plan Green No. 3 (1931 Revision)

TO: Chief, Materiel Division, Air Corps,
Wright Field, Dayton, Ohio.

1. Transmitted herewith for your information and file is copy number 7, Changes to Quartermaster Corps Special Mobilization Plan Green No. 3 (1931 Revision). You will incorporate the revised tables in the plan now in your possession and return the superseded tables to this office for transmission to The Adjutant General.

2. It is requested that receipt of these changes be acknowledged on the enclosed form.

By order of the Chief of the Air Corps:

2 Incls.
QMC chgs. #7, Gr. #3
Form receipt.

J. H. CHANEY,
Lieut. Colonel, Air Corps,
Acting Executive.

1st Ind.

War Dept., Air Corps Materiel Division, Wright Field, Dayton, Ohio, May 10, 1933. To: The Chief of the Air Corps.

1. The revised tables transmitted with basic communication have been inserted in the plan on file in this office, and superseded tables Nos. 1 and 2 are returned herewith in accordance with instructions.

2. Form receipt is enclosed for acknowledgement.

For the Chief of the Materiel Division:

Orig. encls. withdrawn.
Encls. filed:
Tables 1 & 2
Form receipt.

A. W. ROBINS,
Lt. Col., Air Corps,
Executive.

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HVH/cpc

April 13, 1933.

MEMORANDUM FOR: Captain Hough.

SUBJECT: Tables of Supplies - Green No. 3.

Following my 'phone inquiry to you on the above subject, I am still in doubt about the number of days of supplies included in your weights and cubic capacities in Tables I, II, and III of Air Corps Plan Green No. 3.

Paragraph 26, basic plan, provides that 10 days' supplies of all classes, in addition to those required for maintenance during the voyage, will be made available for loading with troops.

Paragraph 28, basic plan, further provides that within 10 days after arrival, reserve depot stocks at 10 days level will be established and maintained.

Tables I, II, and III provide for "initial issue and 10 (30) days reserve for Theater of Operations reserve depot stock." Now the question in my mind is how much of Tables I, II, and III, respectively, is initial issue and how much reserve depot stock. If the "initial" issue means the 10 days referred to in par. 26, basic plan, to be loaded with troops, then Tables I and II will cover 20 days' supplies and Table III will cover 40 days' supplies.

If Tables I and II each cover a total of 10 days' supplies and Table III 30 days' supplies, where have you provided for the 10 days' supplies for loading with troops?

Tables I, II, and III do not show quantities of items; therefore, I cannot determine the answers to my questions.

H.V.H.

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February 28, 1933.

Eighth Corps Area Special Mobilization Plan Green No. 3.

The Adjutant General.

1. Transmitted herewith are superseded copy numbers 6 and 7 Eighth Corps Area Special Mobilization Plan Green No. 3, which were superseded by those copies received with letter of January 18, 1933 on the above subject.

2. It is requested that receipt of these superseded copies be acknowledged on the enclosed form.

For the Chief of the Air Corps:

2 Incls.
8th C A. Plan (Dup.)
Form receipt.

C. WESTOVER,
Brigadier General, Air Corps,
Assistant Chief of the Air Corps.

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February 15, 1933.

Eighth Corps Area Special Mobilization Plan Green No. 3.

Chief, Material Division, A. C.,
Wright Field, Dayton, Ohio.

1. Transmitted herewith is copy No. 7, Eighth Corps Area Special Mobilization Plan Green No. 3. You will substitute this copy for the one now in your possession and return the superseded copy to this office for transmission to The Adjutant General.

2. Receipt of this document will be acknowledged by Indorsement hereon.

By order of the Chief of the Air Corps:

1 Incl.
8th C.A. Plan #7.

J. E. CHANEY,
Lieut. Colonel, Air Corps,
Acting Executive.

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AG 381 (5-4-32)
(Misc.) C

JBR/ACW

May 9, 1932.

SUBJECT: Establishment and operation of Ports of Embarkation under all Mobilization Plans.

TO: All Corps Area Commanders.

1. Henceforth it will be the policy to place the responsibility for the organization and operation of Ports of Embarkation and Embarkation Center Commands upon the War Department. Policies and fundamental principles governing these facilities will be incorporated in the 1931 Revision of the War Department General Mobilization Plan.

2. These policies and principles will also govern in the establishment and operation of similar facilities required under all Special Plans. Consequently, Corps Area Commanders will incorporate these principles and policies in all subsequent revisions of their Special Plans.

3. This information is furnished in advance of the issuance of the War Department General Mobilization Plan (1931 Revision) to enable Corps Area Commanders to incorporate these policies in any of their Special Mobilization Plans now undergoing preparation or revision.

By order of the Secretary of War:

(sgd) John B. Richardson,
Adjutant General.

Commanding General, San Francisco Port of Embarkation, Fort Mason, California

For their information and guidance in planning.

COPIES TO:
Chief of Coast Artillery,
Chief of the Air Corps,
Chief, Chemical Warfare Service
Chief of Engineers,
Chief of Ordnance,
Chief Signal Officer,
Chief of Finance,
The Quartermaster General,
The Surgeon General,
Commanding General, New York Port of Embarkation,
58th St., & 1st Ave., Brooklyn, New York.

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October 10, 1932.

Revision of Third Corps Area Special Mobilization Plan Green No. 3.

The Adjutant General.

1. In compliance with instructions contained in A.G.O. letter, September 26, 1932, on the above subject, there are returned herewith copy numbers 6 and 7 which have been superseded by those copies received with the above mentioned letter.

2. It is requested that receipt of these documents be acknowledged on the enclosed form.

For the Chief of the Air Corps:

2 Incls.
3d CA Plan (Dup.)
Form receipt.

J. E. CHANEY,
Lieut. Colonal, A. C.,
Acting Executive.

Plans Division

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ADDRESS REPLY TO
CHIEF OF THE AIR CORPS
WAR DEPARTMENT
WASHINGTON, D.C

WAR DEPARTMENT

OFFICE OF THE CHIEF OF THE AIR CORPS

WASHINGTON

October 3, 1932.

SUBJECT: Revision of Third Corps Area Special Mobilization Plan Green No. 3.

TO: Chief, Materiel Division, A. C.,
Wright Field, Dayton, Ohio.

1. Transmitted herewith for your guidance and file are revised pages of the Third Corps Area Special Mobilization Plan Green NO. 3, Copy No. 7. You will substitute these revised pages for those in the file of the Third Corps Area now in your possession and return the superseded pages to this office for transmission to The Adjutant General.

2. It is requested that receipt of this document be acknowledged on the enclosed form.

By order of the Chief of the Air Corps:

O. Westover

2 Incls.
3d C.A. Plan #7(rev. pgs.)
Form receipt.

O. WESTOVER,
Brigadier General, Air Corps,
Assistant Chief of the Air Corps.

1st Ind.

War Dept., Air Corps, Materiel Division, Wright Field, Dayton, Ohio, October 6, 1932. To: The Chief of the Air Corps.

1. Revised pages of the Third Corps Area Special Mobilization Plan Green No. 3, Copy No. 7, have been inserted in our copy of the plan and the superseded pages are returned herewith.

For the Chief of the Materiel Division:

A. W. ROBINS,
Lt. Col., Air Corps,
Executive.

by

Incls.
3d C.A. Plan #7 (Sup. pgs.)
Form receipt.

SECRET

1993

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1st Ind.

War Department, Office, Chief of the Air Corps, Washington, D. C., August 31, 1932 - To Chief, Materiel Division, Air Corps, Wright Field, Dayton, Ohio.

Enclosed herewith find receipt for the SECRET letter referred to in Paragraph 1, basic letter.

By order of the Chief of the Air Corps:

O. Westover,
Brigadier General, Air Corps,
Assistant Chief of the Air Corps.

1 Incl.
Receipt.

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1994

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August 10, 1932.

SUBJECT: Eighth Corps Area Special Mobilization Plan Green No. 3 (Air Officers' Plan).

TO: TheChief of the Air Corps.

1. Receipt has not been acknowledged of letter, above subject, forwarded from this office on June 21, 1932.

2. Information is requested as to whether this letter has been received.

For the Chief of the Materiel Division:

(sgd) for A. W. ROBINS,
Lt. Col., Air Corps,
Executive.

by A. E. JONES,
Capt. A.C.
Asst. Executive.

SECRET

1995

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(9).

August 8, 1932.

MEMORANDUM FOR - Chief, Materiel Division, Air Corps,
Wright Field, Dayron, Ohio.

SUBJECT: Changes No. 1, Seventh Corps Area Special Mobilization Plan Green No. 3(1932 Revision).

1. Transmitted herewith is Change No. 1, Seventh Corps Area Special Mobilization Plan Green No. 3 (1932 Revision) for incorporation in Copy No. 7 of the Plan in your possession.

2. It is requested that receipt of this change be acknowledged on the enclosed form.

2 Incls.
Change #1
Form receipt.

O. WESTOVER,
Brigadier General, Air Corps,
Acting Chief of the Air Corps.

To General Files
Date
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(9) apr

July 11, 1932.

Seventh Corps Area Special Mobilization Plan
Green No. 3 (1932 Revision).

The Adjutant General.

1. Transmitted herewith are Copy Numbers 6 and 7, Seventh Corps Area Special Mobilization Plan Green No. 3, which have been superseded by the 1932 Revision of that Corps Area Special Mobilization Plan Green No. 3.

2. It is requested that receipt of these documents be acknowledged on the enclosed form.

For the Chief of the Air Corps:

2 Incls.
7th CA, SPG (In dup.)
Form Receipt.

O. WESTOVER,
Brigadier General, Air Corps,
Assistant Chief of the Air Corps.

To General Files
Date
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ADDRESS REPLY TO
CHIEF OF THE AIR CORPS
WAR DEPARTMENT
WASHINGTON, D. C

WAR DEPARTMENT

OFFICE OF THE CHIEF OF THE AIR CORPS

WASHINGTON

July 5, 1932.

SUBJECT: Seventh Corps Area Special Mobilization Plan
Green No. 3 (1932 Revision)

TO: Chief, Materiel Division, Air Corps,
Wright Field, Dayton, Ohio.

1. Transmitted herewith is Copy No. 7, Seventh Corps Area Mobilization Plan, Green No. 3 (1932 Revision) which supersedes the copy now in your possession. It is requested that the superseded copy be returned to this office for transmission to The Adjutant General.

2. It is requested that receipt of this document be adknowledged on the enclosed form.

By order of the Chief of the Air Corps:

O. Westover

2 Incls.
7th C.A. Plan #7
Form receipt.

O. WESTOVER,
Brigadier General, Air Corps,
Assistant Chief of the Air Corps.

1st Ind.

War Dept., Air Corps Materiel Division, Wright Field, Dayton, Ohio, July 7, 1932. To: The Chief of the Air Corps.

1. The superseded copy of the above mentioned plan is returned herewith in compliance with instructions.

2. Formreceipt is enclosed for acknowledgment.

For the Chief of the Materiel Division:

Original encls.
withdrawn - 2 Encls.
added - 7th C.A. Plan No. 7
Form receipt.

A. W. Robins,
Lt. Col., Air Corps,
Executive.

SECRET

1998

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JBS/ACW

AG 381 (7-6-32)
(Misc.) C

July 8, 1932.

SUBJECT: Seventh Corps Area Special Mobilization Plan Green No. 3 (1932 Revision).

SECRET
JUL 8 1932
T. A. G.

TO: The Commanding General,
Seventh Corps Area,
Army Building,
Omaha, Nebraska.

Attention is invited to the fact that the revised Table I of the Seventh Corps Area Special Mobilization Plan Green No. 3 (1932 Revision) distributed by letter this office dated June 27, 1932, AG 381 (6-15-32) (Misc.), includes Flight "D", 16th Observation Squadron, as Air Corps Troops to be mobilized. This is in error, as the 16th Observation Squadron has been removed from the plan. (See paragraph 12 of Air Corps Plan to War Department Special Mobilization Plan Green No. 3).

By order of the Secretary of War:

Adjutant General.

COPY FOR: CHIEF OF THE AIR CORPS.

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HVH/cpc

July 2, 1932

MEMORANDUM For: Assistant Chief of Staff, G-3.

Subject: VII Corps Area Special Mobilization Plan, Green No. 3 (1932 Revision).

It has been noted that the revised Table I of the VII Corps Area Special Mobilization Plan, Green No. 3 (1932 Revision) distributed by letter AG 381 (6-15-32)(Misc.) June 27, 1932, includes Flight "D", 16th Observation Squadron, as Air Corps troops to be mobilized. This inclusion is in error since the 16th Observation Squadron has been removed from the plan (Ref. par. 12, Air Corps Plan to War Department Special Mobilization Plan, Green No. 3).

O. Westover,
Brigadier General, Air Corps
Acting Chief of the Air Corps

1 Incl.
Form Receipt.

To General Files
Date
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Mat. Div. A. C. 304-Wright Field 11-9-31-20M

SECRET

WAR DEPARTMENT
AIR CORPS
MATERIEL DIVISION
OFFICE OF THE CHIEF OF DIVISION

WRIGHT FIELD, DAYTON, OHIO

June 1, 1939

Subject: Eighth Corps Area Special Mobilization Plan Green No. 8. (Air Officers' Plan)

To: The Chief of the Air Corps

The "Air Officers' Special Mobilization Plan Green No. 8, Eighth Corps Area" has been studied in this office and is believed to conform to the requirements of the "War Department and the Air Corps Special Mobilization Plan Green No. 8". This office has no suggestions to make for altering this Plan.

For the Chief of the Material Division:

A. . . . .
Lieut. Col., Air Corps
Executive

by . . . . .
Capt. A. C.
Asst. Executive

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2001

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HVH/cpc

June 14, 1932

MEMORANDUM for: Chief, Materiel Division, Air Corps,
Wright Field,
Dayton, Ohio.

SUBJECT: Eighth Corps Area Special Mobilization Plan Green No. 3. (Air Officers' Plan)

Transmitted herewith for your file and comment is copy No. 28 of "Air Officers' Special Mobilization Plan Green No. 3, Eighth Corps Area" approved May 27, 1932.

By order of the Chief of the Air Corps:

F. M. Andrews,
Lieut. Col., Air Corps,
Executive.

2 Incls.
Incl #1- Air Officers' Special Mobilization Plan Green #3, 8th C.A.(Cy 28).
Incl #2- Form Receipt.

To General Files Date
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2002

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S E C R E T

HEADQUARTERS EIGHTH CORPS AREA
OFFICE OF THE AIR OFFICER

Fort Sam Houston, Texas.
June 7, 1932.

SUBJECT: Air Officers' Special Mobilization Plan - Green No. 3.

TO: The Chief of the Air Corps,
Washington, D. C.

1. Attached hereto are Copies No. 26, 27 and 28 of the Air Officers' Special Mobilization Plan - Green No. 3 - Eighth Corps Area, approved May 27, 1932.

2. Acknowledgement of receipt by indorsement hereon is requested.

ROB'T COZER,
Maj., A.C., (DOL),
Acting Air Officer.

3-Incls.
As listed above.

1st Ind. AWH/gpc

War Department, Office, Chief of the Air Corps, Washington, D.C., June 14, 1932 - To Air Officer, Eighth Corps Area, Fort Sam Houston, Texas.

Receipt is acknowledged of Copies No. 26, 27 and 28 of the Air Officers' Special Mobilization Plan - Green No. 3 - Eighth Corps Area, approved May 27, 1932.

By order of the Chief of the Air Corps:

F. M. Andrews,
Lieut. Col., Air Corps,
Executive.

Incls. withdrawn.

IN GENERAL FILES
DATE
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HVH/cpc

January 27, 1932.

Changes No. 1, Second Corps Area Special Mobilization
Plan Green No. 3.

The Adjutant General.

1. In compliance with instructions contained in letter from your office, January 8, 1932, on the above subject, there are returned herewith superseded copies of the following tables pertaining to the above mentioned plan -

Table I (1 page)
Table II (2 pages)
Table III (1 page)
Table IV (1 page)
Table X (1 page)

These tables are in duplicate (reference copy Nos. 6 and 7).

2. It is requested that receipt of these documents be acknowledged on the enclosed form receipt.

For the Chief of the Air Corps:

F. M. ANDREWS,
Lieut. Colonel, Air Corps,
Executive.

6 Incls.
5 tables as listed in Par. 1 (Dup.)
Form receipt.

To Central Files
Dup
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March 26, 1932.

MEMORANDUM FOR - Chief, Materiel Division, A.C.,
Wright Field, Dayton, Ohio.

SUBJECT: The Adjutant General's Special Mobilization Plan Green No. 3.

1. There is transmitted herewith for your information and file Copy No. 7 of the above mentioned Plan to be incorporated in the Plan now in your possession. There is also transmitted letter from The Adjutant General, dated March 21, 1932 on the same subject.

2. It is requested that receipt of these documents be acknowledged on the enclosed form.

By order of the Chief of the Air Corps:

3 Incls.
A.G.O. Plan #7
A.G.O. letter
Form receipt.

C. WESTOVER,
Brigadier General, Air Corps,
Assistant Chief of the Air Corps.

To General Files
Date
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(B)
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S. S. G.
MED.

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A... v. A. C. 304-Wright Field 12-4-28-20M

WAR DEPARTMENT
AIR CORPS
MATERIEL DIVISION
OFFICE OF THE CHIEF OF DIVISION

WRIGHT FIELD, DAYTON, OHIO
January 22, 1932

Subject: Second Corps Area Special Mobilization Plan Green No. 3.

To: The Chief of the Air Corps,
Attention: War Plans Representative.

1. In compliance with instructions contained in letter from The Adjutant General's Office dated January 8, 1932, subject: Changes No. 1, Second Corps Area Special Mobilization Plan Green No. 3, forwarded by memorandum from the Office, Chief of Air Corps dated January 18, 1932, the new sheets have been inserted in the Plan and the superseded copies, as indicated below, are returned herewith:

Table I (1 page)
Table II (2 pages)
Table III (1 page)
Table IV (1 page)
Table X (1 page).

2. Form receipt for acknowledgment is enclosed.

For the Chief of the Materiel Division:

A. W. Robins,
Lt. Col., Air Corps,
Executive.

by [illegible]
E. Jou...
Capt., A. C.
Asst. Executive

Encls.
5 Tables listed above.
Form receipt.

SECRET

2006

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January 18, 1932.

MEMORANDUM FOR - Chief, Materiel Division, A.C.,
Wright Field, Dayton, Ohio.

SUBJECT: CHANGES No. 1, Second Corps Area Special Mobilization Plan Green No. 3.

1. There are transmitted herewith letter from The Adjutant General, dated January 8, 1932, on the above subject, together with copy of Changes No. 1, pertaining to Copy No. 7 which is in your possession.

2. Attention is invited to instructions contained in Par. 2 of attached letter. It is requested that superseded tables be returned to this office for transmission to The Adjutant General.

3. It is requested that receipt of these documents be acknowledged on the enclosed form.

For the Chief of the Air Corps:

3 Incls.
Letter A.G.O.
Changes No. 1
Form receipt.

W. H. FRANK, Major, A. C.,
War Plans Representative.

SECRET

2007

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January 4, 1932.

MEMORANDUM FOR - Chief, Materiel Division, A.C.,
Wright Field, Dayton, Ohio.

SUBJECT: Special Mobilization Plan Green No. 3.

1. Transmitted herewith are letter from The Adjutant General, dated December 18, 1931, on the above subject, together with Copy No. 7, First Corps Area Special Mobilization Plan Green No. 3 and Signal Corps Special Mobilization Plan Green No. 3 for your file.

2. It is requested that receipt of these documents be acknowledged on the enclosed form.

For the Chief of the Air Corps:

4 Incls.
Letter A.G.O.
1st C.A. Plan (Cy. #7)
S.C. Plan (Cy. #7)
Form Receipt.

W. H. FRANK, Major, A.C.,
War Plans Representative.

To General Files
Date
EXEC.
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T. & O.
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D. & C.
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September 21, 1931.

MEMORANDUM FOR - Chief, Materiel Division, A. C.,
Wright Field, Dayton, Ohio.

SUBJECT: Special Mobilization Plans Green No. 3.

1. Transmitted herewith for your files and information are the following plans pertaining to the War Department Special Mobilization Plan Green No. 3, reference Copy No. 7:

Second Corps Area Special Mobilization Plan Green No. 3
Ninth Corps Area Special Mobilization Plan Green No. 3
Ordnance Department Special Mobilization Plan Green No. 3
Corps of Engineers Special Mobilization Plan Green No. 3
Quartermaster Corps Special Mobilization Plan Green No. 3.

2. It is requested that receipt of these documents be acknowledged on the enclosed form.

For the Chief of the Air Corps:

6 Incls.
2nd C.A. Plan
9th C.A. Plan
Ordnance Plan
C. of Engrs. Plan
Q.M. Corps Plan
Form receipt.

W. H. FRANK, Major, A.C.,
War Plans Representative.

SECRET

2009

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2nd Ind. HVH/cpc (9)

War Department, Office, Chief of the Air Corps, Washington, D.C., September 22, 1931 - To The Adjutant General.

1. Herewith are forty (40) copies of the Air Corps Mobilization Plan Green No. 3 as requested in 1st indorsement above.

2. The inclosure in quadruplicate to 1st indorsement has been withdrawn by this office and destroyed.

For the Chief of the Air Corps:

F. M. Andrews,
Lt. Col., Air Corps,
Executive.

1 Incl- (Added)
40 copys A.C. Mobilization Plan
Green No. 3.
1 Incl- (In Quad.)(Withdrawn)

To General Files
Date
EXEC.
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SECRET

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October 1, 1931.

MEMORANDUM FOR - Chief, Materiel Division, A.C.,
Wright Field, Dayton, Ohio.

SUBJECT: War Department Special Mobilization Plan Green No. 3.

1. There are transmitted herewith for your information and file the following plans pertaining to the War Department Special Mobilization Plan Green No. 3 , pertaining to Copy No. 7:

Air Corps Special Mobilization Plan Green No. 3
Eighty Corps Area Special Mobilization Plan Green No. 3.

2. It is requested that the enclosed form receipt be accomplished and returned to this office.

For the Chief of the Air Corps:

3 Incls.
A.C. Plan #7
8th C.A. Plan #7
Form receipt.

W. H. FRANK, Major, A.C.,
War Plans Representative.

To General Files
Date

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AG 381 (8-26-31)
(Misc.) C

1st Ind. JRS/ACW

War Department, A.G.O., September 16, 1931- To the Chief of the Air Corps.

1. The rough draft of the Air Corps Special Mobilization Plan Green No. 3, returned herewith, is approved for planning purposes.

2. It is requested that forty (40) copies of this plan in its final form be prepared and submitted to this office for distribution by the War Department to the proper agencies concerned.

By order of the Secretary of War:

(Sgd) John B. Shuman
Adjutant General.

1 Incl. (In Quad.)
(No change)

Basic communication: Ltr 8/26/31 fr OCAC, subject, "Air Corps Mobilization Plan to War Department Special Mobilization Plan Green No. 3."

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September 17, 1931.

MEMORANDUM FOR - Chief, Information Division.

1. It is requested that forty (40) copies of the attached secret document be mimeographed and furnished the Plans Division.

2. It is requested that the copies be made on legal length paper, double spaced, with binding margin of 1½ inch on the left side of the paper. The charts in blue print should also be mimeographed and made to the same size as the remainder of the document. It will not be necessary to double space Tables I, II, III and IV.

1 Att.
Secret document

W. H. FRANK, Major, A.C.,
War Plans Representative.

APPROVED:

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HVH:im

August 26, 1931.

Air Corps Mobilization Plan to War Department
Special Mobilization Plan Green No. 3.

The Adjutant General.

Transmitted herewith is rough draft, in quadruplicate, of Air Corps Plan to the War Department Special Mobilization Plan Green No. 3.

For the Chief of the Air Corps:

J. H. Pirie,
Major, Air Corps,
War Plans Representative.

1 Incl. (Quad)

SECRET

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PART I

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Table I	Initial issue and ten days' reserve for T/O Reserve Depot Stock for Force "A" to be available at point of loading as soon as possible, but not later than M + 10.
Table II	Initial issue and ten days' reserve for T/O Reserve Depot Stock for Force "B" to be available at point of loading as soon as possible, but not later than M + 10.
Table III	Initial issue and thirty days' reserve for T/O Reserve Depot Stock supplies for Force "C" to be available at point of loading as soon as possible, but not later than M + 10.
Table IV	Initial issue and thirty days' maintenance for the Border Guard, what will be disposed of in accordance with the instructions from the Commanding Generals of the Eighth and Ninth Corps Areas.
Table V	Airplanes on hand as of March 31, 1931, from which initial issues will be made. This data will change from month to month, and the totals shown will increase as the Five-Year Program approaches completion.
Table VI	Initial aircraft requirements and replacements for the period M-day to M + 365.

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D R A F T

SECTION I
INTRODUCTORY

1. **Basis of Plan** - This plan is based on the War Department Special Mobilization Plan Green No. 3.

2. Form and Contents of Plan - This plan, as indicated in the index, consists of one volume of two parts - part one including Sections I - V, inclusive, and part two including Tables No. I to VI, inclusive.

SECTION II
BASIC PROVISIONS

3. **Purpose of War Department Special Mobilization Plan Green No. 3.** - The purpose of the plan is to be prepared to meet a situation arising in Green under which, due to insurrection or other internal disturbance, the lives and property of citizens of the United States or of other foreign nationals are endangered, the recognized Green Federal Government is unable to afford the usual protection which by comity of nations it is expected to provide, and the United States seeks by intervention without declaration of War, and in cooperation with the Green Government, if practicable, to provide such protection.

The plan is so drawn, whereby, due to change of political relations between Green and the United States or to a growth of internal disturbances or disorder in Green, the execution of either War Plan Green No. 1 or No. 2 can follow with the least disarrangement of these Plans.

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4. Missions

a. Mission of the War Department Plan: To provide for the mobilization of the forces required for:

(1) Border Guards - to protect adequately the border between the United States and Green.

(2) Expeditionary Forces - to provide certain Expeditionary forces for employment in Green territory as contemplated under Army Strategical Plan Green No. 3.

b. Mission of the Air Corps Plan: To provide the Air Corps requirements imposed by the War Department plan in: (1) units and personnel, and (2) supplies and equipment.

5. Changes in Peace-Time Functions of the Army. - Peace-time functioning of the Air Corps, except as otherwise provided as below, will continue under this plan.

6. Theaters of Operations. - The theaters of operations include such territory of Green as may be delimited by the Commanders of the Expeditionary Forces.

7. Zone of the Interior. - The Zone of the Interior is the United States.

8. Forces and Installations to be Mobilized under the War Department Special Mobilization Plan Green No. 3.

a. Expeditionary Forces

(1) Plans will be made for the mobilization of the following forces:

Force A - One Infantry Division with certain reinforcing Arms and Services.

Force B - One Infantry Brigade with certain reinforcing Arms and Services.

Force C - One Infantry Brigade with certain reinforcing Arms and Services.

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(2) For the purpose of planning it will be assumed that troops will debark in the theaters of operations as follows:

(a) Force A - Somewhere on East Coast of Green.

(b) Force B - Somewhere on East Coast of Green.

(c) Force C - Somewhere on West Coast of Green.

b. Border Guards - (See Table I, War Department Special Mobilization Plan Green No. 3)

c. Zone of the Interior Installations.

(1) Replacement Centers

(a) The Commanding General, VIII Corps Area, will establish and operate in the vicinity of Galveston, Texas, a replacement center for theaters of operations Forces "A" and "B" with a capacity of 3,000 men.

(b) The Commanding General, IX Corps Area, will establish and operate in the vicinity of San Francisco, California, a replacement center for theaters of operations Force "C" with a capacity of 1,000 men.

(2) Ports of Embarkation - Ports of embarkation will be established and operated as follows:

Location	Operated by
New York, N. Y.	II C. A. Commander
Galveston, Texas	VIII C. A. Commander
San Francisco, Calif.	IX C. A. Commander

(3) Regulating Stations - Such troop movement and supply regulating stations as may be necessary will be established and operated by the Commanding Generals, VIII and IX Corps Areas.

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9. Priorities - For planning purposes, priorities in the assignment of personnel and equipment will be as indicated below:

a. Expeditionary Forces in the order: Force "A", Force "B" and Force "C".

b. Border Guard.

c. Replacements for Expeditionary Forces "A", "B", and "C".

d. Zone of Interior Installations.

10. Command - a. The Commanding General, 1st Infantry Division will command Force "A".

b. The Commanding General, 12th Infantry Brigade, will command Force "B".

c. The Commanding General, 6th Infantry Brigade, will command Force "C".

d. Command of reinforcing units constituting Forces "A", "B", and "C" passes to the respective commander of these forces upon arrival of units at ports of embarkation.

e. Commanders of Expeditionary Forces "A", "B" and "C" will have the authority conferred by law, regulation and orders on Corps Area and Department Commanders.

f. The Commanding Generals, VIII and IX Corps Areas, will protect the Southern Border of the United States and will command all troops allotted by the War Department in Table I for its protection. The Commanding General, VIII Corps Area, will be responsible for the protection of that portion of the border east of the 114 Meridian, and will command all troops assigned to its protection. The Commanding General, IX Corps Area, will be responsible for the protection of that portion of the border west of the 114 Meridian, and will command all troops assigned to its protection.

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11. Plan of Execution. - In the execution of the Plan, the following will govern:

a. The War Department will advise the Commanding Generals, II, VIII and IX Corps Areas, what ships will be available, when they will be available, and the capacity of each in men, animals, and supplies.

b. The Commanding Generals, II, VIII and IX Corps Areas, will notify the War Department and the Commanding General of the corps area in which the movement originates, the date troops, animals, and organizational equipment should arrive at the port of embarkation, regulating station, or designation for the Border Guard. The Commanding General of the Corps Area in which the movement originates will notify the War Department and the Commanding General concerned, when the movement begins.

c. The Commanding Generals, II, VIII and IX Corps Areas, will notify the War Department when materiel should arrive at the port of embarkation, regulating station, depot or place designated for the Border Guard; the War Department will issue the necessary instructions. The Commanding Officer of the installation from which the property is shipped will report the departure of each shipment to the War Department and to the Commanding General of the Corps Area concerned.

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SECTION III
G-3

12. Air Corps Forces to be Mobilized. - Air Corps forces to be mobilized with order of priority of assignment of personnel and equipment are:

	T/O 1930	Priority	Corps Area Control (Peace)
a. Expeditionary Forces			
(1) Force "A"			
3d Attack Group	574	2a	(VIII (Ft. Crockett)
Hq. & Hq. Sq. 3d Gp.	575	2a	(Estimated not before
8th Attack Squadron	576	2a	(December, 1933,
13th " "	576	2a	(then IV (Shreveport)
90th " "	576	2a	(
60th Serv. Sq. Atk.Gp.	577	2a	(
1st Observation Squadron	71	3a	II (Mitchel)
(2) Force "B"			
5th Observation Squadron	71	3b	II (Mitchel)
(3) Force "C"			
15th Observation Squadron	71	3c	VI (Scott)
b. Border Guard			
(1) IX Corps Area			
91st Observation Squadron	71	1	IX (Crissy)
(2) VIII Corps Area			
2d Bombardment Group	579	3	III (Langley)
Hq. & Hq. Sq. 2d Gp.	580	3	III (Langley)
20th Bombardment Sq.	581	3	III (Langley)
49th " "	581	3	III (Langley)
96th " "	581	3	III (Langley)
59th Serv. Sq.Bomb.Sq.	582	3	III (Langley)
1st Pursuit Group	584	4	VI (Selfridge)
Hq. & Hq. Sq. 1st Gp.	585	4	VI (Selfridge)
17th Pursuit Sq.	586	4	VI (Selfridge)
27th " "	586	4	VI (Selfridge)
94th " "	586	4	VI (Selfridge)
*36th " "	586	4	VI (Selfridge)
57th Serv.Sq.(Pursuit)	587	4	VI (Selfridge)

* Note - Attached 1st Pursuit Group. After the departure of the 36th Pursuit Squadron to Hawaii (estimated not before 1935), the 95th Pursuit Squadron, 9th Corps Area, March Field, will replace the 36th Squadron for purposes of this plan.

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12th Obsn. Group	172		
Hq. & Hq. Sq. 12th Gp.	173	3	VIII (Dodd to Brooks 3/1/32)
12th Obs. Sq.	174	4	VIII (Dodd to Brooks 3/1/32)
22nd Obs. Sq.	174	4	VIII (Maxwell to Brooks July, 1931)
88th Obs. Sq.	174	3	VIII (Sill to Brooks November, 1931)
99th Obs. Sq.	174	4	II (Mitchel)
62nd Service Sq.	175	4	VIII (Brooks)
7th Bombardment Gp.	579		
Hq. & Hq. Sq. 7th Gp.	580	7	IX (Rockwell to March 3/15/32)
9th Bombardment Sq.	581	7	IX (March)
11th Bombardment Sq.	581	7	IX (Rockwell to March 2/15/32)
31st Bombardment Sq.	581	7	IX (March)
70th Serv. Sq. (B. Gp.)	582	7	IX (March)

c. Replacements for Expeditionary Forces

(1) Commissioned replacements as directed from time to time by the War Department.

(2) Enlisted replacements, Air Corps:

210 at San Antonio, Texas
35 at San Francisco Replacement Center

13. Active Units - Plans will provide for raising active Air Corps units to authorized strength during the time they remain at their home stations, but their departure therefrom will not be delayed on that account. In movement from home stations, they will take with them individual equipment for the strength existing at the time and organizational equipment prescribed for them in Tables of Basic Allowances for the Air Corps, June, 1930.

14. Strength of Units - The strength objective of units mobilized for the Theaters of Operations and for the Border Guard, will be the strength authorized in the Air Corps Tables of Organization, June 10, 1930.

15. Movement of Units - Air Corps units will move by rail and water except aircraft and flying personnel which will proceed by air. Additional personnel, supplies and equipment, as needed, will be forwarded by air, rail or water, as circumstances may determine.

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SECTION IV
G - 1

16. Commissioned Personnel.

a. Regular Army. - Assignment of Regular Army officers to units mobilized will be made by corps area commanders from personnel under their jurisdiction.

b. Reserve Officers. - Reserve Officers on extended active duty with Air Corps tactical units will continue such active duty throughout the emergency. Other Air Corps Reserve Officers will be called to active duty as may be authorized by the War Department.

17. Warrant Officers . - Procurement and assignment of Warrant Officers will be in accordance with existing regulations.

18. Enlisted Personnel. -

a. Transfers. - Enlisted personnel required to raise units to the strength objective will be procured:

(1) By the immediate transfer by corps area commanders of personnel which can be spared from Regular Army units and installations not called for or not required under this plan, and without material disruption of units from which personnel is drawn.

(2) By intensive recruiting.

b. With less than three months to serve. - Enlisted men with less than three months to serve will not be sent to the theaters of operations. Men with less than three months to serve who desire to re-enlist may be discharged for the convenience of the Government and re-enlisted in the grade held at the time of discharge.

19. Replacements -

a. Requirements for Theater of Operations. - For planning purposes, replacement centers established under the provisions of para-

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graph 7 c (1) will, initially, contain Air Corps enlisted replacements as follows:

For Theaters "A" and "B" at San Antonio . . .210
For Theater "C" at San Francisco 35

b. Equipment. - Prior to departure from replacement centers, replacements will be provided with all articles of Equipment A, Table I, War Department Table of Basic Allowances.

c. Replacements for Border Guards. - Replacements for Border Guards in the VIII and IX Corps Areas will be forwarded by the War Department to the places designated in the VIII and IX Corps Area Plans.

SECTION V
C - 4

20. Delivery of Aircraft

a. Responsibility for Delivery of Aircraft. - Corps Area Commanders will be responsible for the delivery of aircraft from all stations within their Corps Area, except exempted stations for which the Chief of the Air Corps will have the responsibility.

b. Delivery of Aircraft to Forces "A" and "B". - Aircraft, destined for Forces "A" and "B", which are in commission and which can be placed in commission and flown to San Antonio Air Depot by M + 10 days, will be flown to that point, and will then proceed under their own power by air in such time as to enable them to arrive at the ports of debarkation at the times determined by the Commanding Generals of Forces "A" and "B". The routes to be followed from San Antonio, Texas, to the port of debarkation will be as directed by the Commanding Generals of Forces "A" and "B".

c. Delivery of Aircraft to Force "C". - Aircraft, destined for Force "C", which are in commission and which can be placed in commission and flown to Rockwell Air Depot by M + 10 days, will be flown to that

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point and will then proceed under their own power by air to the port of debarkation, which has been selected by the Commanding General of Force "C". The time of departure and the route to be followed from Rockwell Air Depot to the port of debarkation will be as directed by the Commanding General of Force "C".

d. Delivery of Aircraft to Border Guard. - Aircraft, destined for the Border Guard stationed east of the 114th Meridian of Longitude, will be flown to the San Antonio Air Depot to await orders for station from the Corps Area Commander. Aircraft destined for the Border Guard, stationed west of the 114th Meridian of Longitude, will be flown to the Rockwell Air Depot for the same purpose.

21. Completion of Equipment on Aircraft. - Airplanes will be equipped with machine gun mounts and bomb racks before departure from their home stations, unless such installation will unduly delay arrival at destination. In exceptional cases such installations will be completed for the airplanes of Forces "A" and "B" at San Antonio Air Depot, for Force "C" at Rockwell Air Depot, and for the Border Guard at either the San Antonio or Rockwell Air Depots.

22. Reports on Aircraft to the Chief of the Air Corps. - The Corps Area Commander will report direct to the Chief of the Air Corps the following:

a. The number and types of airplanes destined for Forces "A", "B", "C" and Border Guard, separately, which cannot be equipped with machine gun mounts and bomb racks at their home stations.

b. The number and types of airplanes available on M-day in excess or short of the number required for Forces "A", "B" "C", and the Border Guard.

c. Any excess or shortage of other Air Corps equipment in the Units mobilized under his direction.

23. Redistribution and Replacement of Aircraft

a. Redistribution of Aircraft. - The Chief of the Air Corps will be responsible for the redistribution of Air Corps equipment reported

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in excess by Corps Area Commanders under paragraph 22 above, and will supply the shortages directly to the respective Forces in the following priority:

(1) Forces "A", "B", and "C".
(2) Border Guard.
(3) Zone of the Interior.

b. Replacement of Aircraft. - The Chief of the Air Corps will provide replacement for flying equipment based on the following replacement rates for airplanes:

(1) For units assigned to Forces "A", "B" and "C" - 25% per month.

(2) For units assigned to the Border Guard - 15% per month.

24. Supplies for Aircraft.

a. Delivery of Supplies. - Air Corps supplies will be forwarded by the Zone of the Interior at such time and in such quantities as will insure the maintenance of ten-day level of reserve depot stocks for Forces "A" and "B", and a thirty-day level reserve depot stock for Force "C", and such level of reserve stocks for the Border Guard as may be prescribed by the Commanding Generals of the VIII and IX Corps Areas.

b. Basis of Supplies. - Gasoline and oil and other supplies essential for flying will be provided by the Chief of the Air Corps, based upon the assumption that each military airplane will fly an average of two hours a day, and that 75% of all airplanes assigned to combat units will be in commission at all times.

25. Cost. - Total cost of organizational equipment, Reserve Stock and maintenance equipment and supplies from M-day to M + 365 days - $40,860,302.00.

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PART II

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TABLE NO. I

GREEN PLAN NO. 3

INITIAL ISSUE AND
10 DAYS RESERVE FOR T/O RESERVE DEPOT STOCK

FORCE A

Consolidated Frt. Classif. No. 6 — Pt. of Origin: San Antonio Air Depot — Destination: Galveston, Texas.

	Item No.	Page No.	Wt. Lbs.	Cu. Ft.
Bag, Clothing	10	85	193	11
Camera, K-3A	23	135	391	38
Camera, K-4	23	135	337	42
Camera, T-2	23	135	105	11
Camera, K-6	23	135	419	26
Camera, Spotting, Hand Held	23	135	190	19
Cap, Mechanic	9	273	142	11
Coat, Flying, Life	24	158	1342	268
Dolly, Tail Skid	16	492	4678	468
Engine, Airplane	12	325	25626	1541
Equipment, Office	10	220	5720	501
Equipment, Parachute Packing	10	220	55	6
Equipment, Photographic, Set	25	394	1650	275
Gasoline, Aviation	32	592	558924	15147
Gauntlets, Summer Flying	11	258	292	15
Gauntlets, Winter Flying	11	258	388	15
Goggles, Flying	5	372	287	11
Helmets, Summer	Not classified		507	25
Helmets, Winter	Not classified		507	25
Jackets, Flying	22	303	409	102
Kit, Airplane Crew Chief	2	498	3553	89
Machine, Adding	8	60	33	4
Machine, Sewing	4	451	221	166
Mask, Face	22	303	261	8
Oil, Aviation	4	393	39522	924
Parachutes	19	390	9073	657
Parts, Spare, Airplane	17	72	32415	6240
Parts, Spare, Engine	12	325	2482	176
Shoes, Flying	22	303	1617	108
Shoes, Mechanics	22	303	1344	81
Sight, Bomb	26	372	706	183
Still, Water	17	535	177	11
Suits, Flying, Summer	24	158	512	102
Suits, Flying, Winter	24	158	2626	716
Suits, Mechanics	24	158	5843	1168
Supplies, Airplane Set	26	72	14674	298
Supplies, Engine Set	12	466	11006	256
Supplies, Photo. Field Set	25	394	770	90
Sweaters	24	158	818	205
Tools, Airplane Maintenance Set	2	498	5519	149
Tractor, Crane	6	325	2933	366
Trucks, Field Generating	6	325	62625	3467
Trucks, Photo. Developing	6	325	15662	867
Trucks, Photo. Printing	6	325	15662	867
Trucks, Wrecking	6	325	11184	2145
TOTAL			843400	37895
SHORT TONS			(421.70)	

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TABLE NO. II

GREEN PLAN NO. 3

INITIAL ISSUE AND
10 DAYS RESERVE FOR T/O RESERVE DEPOT STOCK

FORCE B

Consolidated Frt. Classif. No. 6 — Pt. of Origin: San Antonio Air Depot — Destination: Galveston, Texas.

	Item No.	Page No.	Wt. Lbs.	Cu. Ft.
Bag, Clothing	10	85	24	2
Camera, K-3A	23	135	391	33
Camera, K-4	23	135	337	41
Camera, T-2	23	135	105	11
Camera, K-6	23	135	419	25
Camera, Spotting, Hand Held	23	135	190	19
Cap, Mechanic	9	273	23	2
Coat, Flying, Life	24	158	149	30
Dolly, Tail Skid	16	492	574	57
Engine, Airplane	12	325	3278	229
Equipment, Office	10	220	880	77
Equipment, Photographic, Set	25	394	1650	275
Gasoline, Aviation	32	392	75936	2058
Gauntlets, Summer Flying	11	258	48	2
Gauntlets, Winter Flying	11	258	65	2
Goggles, Flying	5	372	46	2
Helmets, Summer	Not classified		76	3
Helmets, Winter	Not classified		76	3
Jackets, Flying	22	303	64	17
Kit, Airplane Crew Chief	2	498	437	11
Mask, Face	22	303	44	1
Oil, Aviation	4	393	4332	101
Parachutes	19	390	1443	105
Parts, Spare, Airplane	17	72	14863	2780
Shoes, Flying	22	303	270	18
Shoes, Mechanics	22	303	172	10
Sight, Bomb	26	372	89	23
Still, Water	17	535	35	2
Suits, Flying, Summer	24	158	80	17
Suits, Flying, Winter	24	158	411	112
Suits, Mechanics	24	158	934	185
Supplies, Airplane Set	26	72	2640	54
Supplies, Engine Set	12	466	1990	46
Supplies, Photo. Field Set	25	394	772	90
Sweaters	24	158	114	29
Tools, Airplane Maintenance Set	2	498	1103	30
Trucks, Field Generating	6	325	31878	1764
Trucks, Photo. Developing	6	325	15708	870
Trucks, Photo. Printing	6	325	15708	870
Trucks, Wrecking	6	325	5610	1076
TOTAL			182944	11082
SHORT TONS			(91.47)	

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TABLE NO. III

GREEN PLAN NO. 3

INITIAL ISSUE PLUS
30 DAYS RESERVE FOR T/O RESERVE DEPOT STOCK

FORCE C

Consolidated Frt. Classif. No. 6 — Pt. of Origin: Rockwell Air Depot
Destination: San Francisco, Calif.

	Item No.	Page No.	Wt. Lbs.	Cu. Ft.
Bag, Clothing	10	85	24	2
Camera, K-3A	23	135	451	37
Camera, K-4	23	135	388	47
Camera, T-2	23	135	120	13
Camera, K-6	23	135	484	30
Camera, Spotting, Hand Held	23	135	220	22
Cap, Mechanics	9	273	25	2
Coat, Flying, Life	24	158	160	32
Dolly, Tail Skid	16	492	578	58
Engine, Airplane	12	325	5184	362
Equipment, Office	10	220	380	77
Equipment, Photographic, Set	25	394	1650	275
Gasoline, Aviation	32	392	173352	4698
Gauntlets, Summer Flying	11	258	52	3
Gauntlets, Winter Flying	11	258	69	3
Goggles, Flying	5	372	52	2
Helmets, Summer	Not classified		80	4
Helmets, Winter	Not classified		80	4
Jackets, Flying	22	303	68	18
Kit, Airplane Crew Chief	2	498	451	11
Mask, Face	22	303	46	1
Oil, Aviation	4	393	098	189
Parachutes	19	390	532	111
Parts, Spare, Airplane	17	72	2352	4180
Shoes, Flying	22	303	288	20
Shoes, Mechanics	22	303	195	12
Sight, Bomb	26	372	102	26
Still, Water	17	535	35	2
Suits, Flying, Summer	24	158	86	18
Suits, Flying, Winter	24	158	436	119
Suits, Mechanics	24	158	985	197
Supplies, Airplane Set	26	72	520	72
Supplies, Engine Set	12	466	2640	62
Supplies, Photo. Field Set	25	394	990	116
Sweaters	24	158	121	31
Tools, Airplane Maintenance Set	2	498	1111	30
Trucks, Field Generating	6	325	3880	1876
Trucks, Photo. Developing	6	325	16170	895
Trucks, Photo. Printing	6	325	16170	895
Trucks, Wrecking	6	325	5775	1108
TOTAL			298900	15660
SHORT TONS			(149.45)	

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TABLE NO. IV

GREEN PLAN NO. 3

INITIAL ISSUE AND
30 DAYS MAINTENANCE

BORDER GUARD

Consolidated Frt. Classif. No. 6

Pts. of Origin: San Antonio Air Depot, Rockwell Air Depot

Destination: Not Determined.

	Item No.	Page No.	Wt. Lbs.	Cu. Ft.
Bag, Clothing	10	85	452	32
Camera, K-3A	23	135	2262	224
Camera, K-4	23	135	2295	281
Camera, T-2	23	135	1203	129
Camera, Spotting, Hand Held	23	135	1300	130
Camera, K-6	23	135	2860	175
Camera, Gun	23	135	1103	551
Cap, Mechanic	9	273	491	41
Coat, Flying, Life	24	158	4166	833
Dolly, Tail Skid	16	492	11757	1176
Engine, Airplane	12	325	197171	13763
Equipment, Office	10	220	18600	1628
Equipment, Parachute Packing	10	220	204	20
Equipment, Photographic, Set	25	394	6495	1083
Gasoline, Aviation	32	392	6510297	176431
Gauntlets, Summer Flying	11	258	987	53
Gauntlets, Winter Flying	11	258	1316	53
Goggles, Flying	5	372	983	39
Helmets, Summer	Not classified		1656	83
Helmets, Winter	Not classified		1656	83
Hoists, Bomb	4	319	6063	202
Hoists, Bomb	4	319	6063	202
Jackets, Flying	22	303	1217	304
Kit, Airplane Crew Chief	2	498	9167	229
Machine, Adding	8	60	122	16
Machine, Sewing	4	451	817	613
Mask, Face	22	303	881	26
Oil, Aviation	4	393	111154	2597
Parachutes	19	390	29750	2155
Parts, Spare, Airplane	17	72	320040	59850
Parts, Spare, Engine	12	325	10419	740
Shoes, Flying	22	303	5194	348
Shoes, Mechanics	22	303	4007	240
Sight, Bomb	26	372	1791	463
Still, Water	17	535	712	45
Suit, Flying, Summer	24	158	1438	288
Suit, Flying, Winter	24	158	7660	2089
Suits, Mechanics	24	158	18703	3741
Supplies, Airplane Set	26	72	67000	1357
Supplies, Engine Set	12	466	50250	1173
Supplies, Photo. Field Set	25	394	600	70
Sweater	24	158	2556	639
Tools, Airplane Maintenance Set	2	498	19170	518
Tractor, Crane	6	325	12660	1583
Trucks, Field Generating	6	325	147000	8138
Trucks, Field Servicing, H.D.	6	325	228060	25673
Trucks, Field Servicing, L.D.	6	325	[illegible]	37233
Trucks, Photo. Developing	6	325	[illegible]	3232
Trucks, Photo. Printing	6	325	58380	3232
Trucks, Wrecking	6	325	26250	5035
TOTAL			8303508	558839
SHORT TONS			(4151.75)	

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TABLE VI
GREEN PLAN NO. 3

AIRCRAFT REQUIREMENTS, BY MONTHS

		OBSERVATION		BOMBARDMENT		PURSUIT		ATTACK		CARGO	
CLASS EQPT.	DATE REQD.	R/I	C	R/I	C	R/I	C	R/I	C	R/I	C
(Organizational Eqpt.)	M Day	109	109	88	88	117	117	89	89	21	21
(Overhead + 1 Mo. Maint.)	M + 10	31	140	21	109	29	146	31	120	5	26
(Replacement)	M + 30	20	160	13	122	17	163	22	142	3	29
"	M + 60	20	180	13	135	17	180	22	164	3	32
"	M + 90	20	200	13	148	17	197	22	186	3	35
"	M + 120	20	220	13	151	17	214	22	208	3	38
"	M + 150	20	240	13	164	17	231	22	230	3	41
"	M + 180	20	260	13	177	17	248	22	252	3	44
"	M + 210	20	280	13	190	17	265	22	274	3	47
"	M + 240	20	300	13	203	17	282	22	296	3	50
"	M + 270	20	320	13	216	17	299	22	318	3	53
"	M + 300	20	340	13	229	17	316	22	340	3	56
"	M + 330	20	360	13	242	17	333	22	362	3	59

R - Replacement
I - Initial Issue
C - Cumulative Total

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TABLE V

Extract from Special Quarterly War Department Report of Airplanes, as of March 31, 1931

TACTICAL AIRPLANES - REGULAR ARMY

	CLASS A			CLASS B			
	In Commission	Field Repair	Total Class A	In Commission	Field Repair	Total Class B	Total Class A & B
Pursuit	105	1	106	28	1	29	135
Bombardment	29		29	13		13	42
Attack	31	1	32	14		14	46
Observation	57	1	58	54	3	57	115
Cargo	6	1	7	6		6	13
Total	228	4	232	115	4	119	351

TACTICAL AIRPLANES - NATIONAL GUARD

Observation	21		21	89	3	92	113

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HVH/cpc(9)

September 10, 1931

SECRET

MEMORANDUM for: Major Joe R. Brabson (G-3), General Staff.

SUBJECT: Special Mobilization Plan Green No. 3.

1. Pursuant to a conversation of a few days ago with Major Hopkins of this office find below a list of the changes and corrections incorporated in the Air Corps Plan Green No. 3 that do not appear in the basic plan distributed by the War Department on April 9, 1931. All these changes were verbally authorized by you. Since the plans of the various Corps Areas, Arms and Services have been built upon the basic plan the listed changes and corrections will not appear in those plans.

Basic Plan	Air Corps Plan
Par. 12a (1) Replacement center located at Galveston -	Par. 8c (1)(a) Reads same as par. 12a (1) basic plan. However, both should agree with par. 19a Air Corps plan to the effect that Air Corps portion of the VIII Corps Area replacement center is at San Antonio.
	Par. 19a Places Air Corps replacement at San Antonio, Texas, instead of Galveston.

To General Files
Date
EXEC.
PLANS
INST.
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Basic Plan (Cont'd)	Air Corps Plan (Cont'd)
Par. 20b	Par. 16b Added: "Reserve Officers on extended active duty with Air Corps tactical units will continue such active duty throughout the emergency."
Par. 24c	Par. 19b Amended to specify War Department Tables of Basic Allowances.
Table I Old Tables of Organization have been used for Air Corps units.	Par. 12b The 1930 Tables of Organization for Air Corps units have been used as authorized by the War Department for war and mobilization planning.
22d Obsn. Sq. 16th Obsn. Sq.* 12th Obsn. Sq. *Partly inactive and divided into five flights.	12th Observation Group Hq. & Hq. Sq., 12th Observation Gp. 12th Obsn. Sq. 22d Obsn. Sq. 88th Obsn. Sq. 62d Serv. Sq., Obsn. Gp.
64th Service Squadron	Deleted.
95th Pursuit Squadron	36th Pursuit Squadron (Attached during peace to the 1st Pursuit Group)

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Basic Plan (Cont'd)	Air Corps Plan (Cont'd)
Table II	Par. 12a
Old Tables of Organization have been used for Air Corps units.	The 1930 Tables of Organization for Air Corps units have been used as authorized by the War Department for war and mobilization planning.

For the Chief of the Air Corps:

F. M. Andrews,
Lt. Col., Air Corps,
Executive.

To General Files
Date
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September 2, 1931.

MEMORANDUM FOR -- Chief, Materiel Division, A.C.,
Wright Field, Dayton, Ohio.

SUBJECT: Special Mobilization Plans Green No. 3.

1. Transmitted herewith is letter from The Adjutant General, dated August 24, 1931, on the above subject, together with the following plans pertaining to the War Department Special Mobilization Plan Green No. 3:

Third Corps Area Special Mobilization Plan Green No. 3
Fourth Corps Area Special Mobilization Plan Green No. 3
Sixth Corps Area Special Mobilization Plan Green No. 3

pertaining to copy No. 7, with which your Division is charged. Binders for the Corps Area and Arms and Services Special Mobilization Plan Green No. 3 are also attached.

2. It is requested that receipt of these documents be acknowledged on the enclosed form.

For the Chief of the Air Corps:

W. H. FRANK, Major, A. C.,
War Plans Representative.

6 Incls.
3rd C.A. Plan)
4th C.A. Plan) Copy #7
6th C.A. Plan)
Binders for C. A. Plans
Binders for Arms & Services Plan
Form receipt.

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WAR DEPARTMENT
Office of The Quartermaster General

WASHINGTON

In Reply Refer to QM 381 A-W

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July 14, 1931.

SUBJECT: Construction Requirements Under Green Plan No. 3

TO: Chief of Air Corps

1. Information is requested as to whether your Service will require any construction in the Zone of the Interior in carrying out its mission under Green Plan No. 3. If so, it is requested that information regarding construction projects be furnished in sufficient detail to enable this office to determine their locations; land, buildings, systems and utilities requires; and any special or technical features which will enter into their construction, in order that this office may estimate Quartermaster Corps funds required.

2. Early action is requested.

For The Quartermaster General.

C
O
P
Y

/s/ W. C. Jones,
W. C. JONES,
Colonel, Q. M. Corps,
Assistant.

HVH:im
(9)

1st Ind.

War Department, Office, Chief of the Air Corps, Washington, D. C., August 25, 1931 - To The Quartermaster General.

Execution of the War Department Special Mobilization Plan Green No. 3 requires no additional construction requirements in the Zone of the Interior to meet the needs of the Chief of the Air Corps.

For the Chief of the Air Corps:

J. H. Pirie,
Major, Air Corps,
War Plans Representative.

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August 18, 1931.

MEMORANDUM FOR - Chief, Materiel Division, A. C.,
Wright Field, Dayton, Ohio.

SUBJECT: Special Mobilization Plans Green No. 2.

1. There are transmitted herewith letter from The Adjutant General, dated August 14, 1931, file AG 381 (8-14-31) (Misc.) M, together with four (4) inclosures pertaining to the above mentioned subject.(Reference Copy No. 7)

2. It is requested that the enclosed form receipt be accomplished and returned to this office.

For the Chief of the Air Corps:

6 Incls.
Letter AGO, 8/14/31
5th C. A. Plan
7th C. A. Plan
Med. Dept. Plan
C.W.S. Plan
Form receipt.

LESLIE MacDILL,
Major, Air Corps,
for
J. H. PIRIE, Major, A.C.,
War Plans Representative.

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HVH/cpc

June 3, 1931

MEMORANDUM for: Chief, Materiel Division, A.C.,
Wright Field,
Dayton, Ohio.

Subject: Special Mobilization Plan Green No. 3.

1. Transmitted herewith for your information and file is copy No. 7, War Department Special Mobilization Plan Green No. 3. Also find inclosed a rough draft, prepared by this office, of the proposed Air Corps Plan based on the War Department Plan. Tables I and II of the War Department Plan, as far as the Air Corps is concerned, are to be amended so as to be in agreement with Section III of the Air Corps draft which has been approved by the War Department.

2. It is desired that the Chief, Materiel Division, prepare and submit, not later than July 20th, a rough draft of the Air Corps Supply subject matter to be incorporated as Section V and the necessary tables of data as Part II of the Air Corps Plan covering Sections V, VII, and paragraph 9c, Section I, of the War Department Plan.

3. It is requested that the receipt of this communication be acknowledged on the inclosed form.

For the Chief of the Air Corps:

J. H. Pirie,
Major, Air Corps,
War Plans Representative.

2 Incls:
Incl #1- Cy WD Mob. Plan Green No.3.
Incl #2- Rough draft of A.C. Plan.

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Part II

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SECTION I
INTRODUCTORY

1. Basis of Plan. - This plan is based on the War Department Special Mobilization Plan Green No. 3.

2. Form and Contents of Plan. - This plan, as indicated in the index, consists of one volume of two parts - part one including Sections I - V, inclusive, and part two including Tables No._____ to _____, inclusive.

SECTION II
BASIC PROVISIONS

3. Missions. -

a. Mission of the War Department Plan: To provide for the mobilization of the forces required for

(1) Border Guards - to protect adequately the border between the United States and Green.

(2) Expeditionary Forces - to provide certain Expeditionary forces for employment in Green territory as contemplated under Army Strategical Plan Green No. 3.

b. Mission of the Air Corps Plan: To provide the Air Corps requirements imposed by the War Department plan in (1) units and personnel, and (2) supplies and equipment.

4. Changes in Peace-Time Functions of the Army. - Peace-time functioning of the Air Corps, except as otherwise provided as below, will continue under this plan.

5. Theaters of Operations. - The theaters of operations include such territory of Green as may be delimited by the Commanders of the Expeditionary Forces.

6. Zone of the Interior. - The Zone of the Interior is the United States.

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7. Forces and Installations to be Mobilized under the War Department Special Mobilization Plan Green No. 3.

a. Expeditionary Forces. -

(1) Plans will be made for the mobilization of the following forces:

Force A. - One Infantry Division with certain reinforcing Arms and Services.

Force B. - One Infantry Brigade with certain reinforcing Arms and Services.

Force C. - One Infantry Brigade with certain reinforcing Arms and Services.

(2) For the purpose of planning it will be assumed that troops will debark in the theaters of operations as follows:

(a) Force A. - Somewhere on East Coast of Green.

(b) Force B. - Somewhere on East Coast of Green.

(c) Force C. - Somewhere on West Coast of Green.

b. Border Guards. - (See Table I, War Department Special Mobilization Plan Green No. 3)

c. Zone of the Interior Installations. -

(1) Replacement Centers. -

(a) The Commanding General, VIII Corps Area, will establish and operate in the vicinity of Galveston, Texas, a replacement center for theaters of operations Forces "A" and "B" with a capacity of 3,000 men.

(b) The Commanding General, IX Corps Area, will establish and operate in the vicinity of San Francisco, California, a replacement center for theaters of operations Force "C" with a capacity of 1,000 men.

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(2) Ports of Embarkation. - Ports of embarkation will be established and operated as follows:

Location	Operated by
New York, N. Y. - - - - -	II C. A. Commander
Galveston, Texas - - -	VIII C. A. Commander
San Francisco, Cal. - -	IX C. A. Commander

(3) Regulating Stations. - Such troop movement and supply regulating stations as may be necessary will be established and operated by the Commanding Generals, VIII and IX Corps Areas.

8. Priorities. - For planning purposes, priorities in the assignment of personnel and equipment will be as indicated below:

a. Expeditionary Forces in the order: Force "A", Force "B" and Force "C".

b. Border Guard.

c. Replacements for Expeditionary Forces "A", "B", and "C".

d. Zone of Interior Installations.

9. Command. - a. The Commanding General, 1st Infantry Division will command Force "A".

b. The Commanding General, 12th Infantry Brigade will command Force "B".

c. The Commanding General, 6th Infantry Brigade, will command Force "C".

d. Command of reinforcing units constituting Forces "A", "B" and "C" passes to the respective commander of these forces upon arrival of units at ports of embarkation.

e. Commanders of Expeditionary Forces "A", "B" and "C" will have the authority conferred by law, regulation and orders on Corps Area and Department Commanders.

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f. The Commanding Generals, VIII and IX Corps Areas, will protect the Southern Border of the United States and will command all troops allotted by the War Department in Table I for its protection. The Commanding General, VIII Corps Area, will be responsible for the protection of that portion of the border east of the 114 Meridian, and will command all troops assigned to its protection. The Commanding General, IX Corps Area, will be responsible for the protection of that portion of the border west of the 114 Meridian, and will command all troops assigned to its protection.

10. Plan of Execution. - In the execution of the Plan, the following will govern:

a. The War Department will advise the Commanding Generals, II, VIII and IX Corps Areas, what ships will be available, when they will be available, and the capacity of each in men, animals, and supplies.

b. The Commanding Generals, II, VIII and IX Corps Areas, will notify the War Department and the commanding general of the corps area in which the movement originates, the date troops, animals, and organizational equipment should arrive at the port of embarkation, regulating station, or destination for the Border Guard. The commanding general of the corps area in which the movement originates will notify the War Department and the commanding general concerned, when the movement begins.

c. The Commanding Generals, II, VIII and IX Corps Areas, will notify the War Department when materiel should arrive at the port of embarkation, regulating station, depot or place designated for the Border Guard; the War

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Department will issue the necessary instructions. The Commanding Officer of the installation from which the property is shipped will report the departure of each shipment to the War Department and to the commanding general of the corps area concerned.

SECTION III
G - 3

11. Air Corps Forces to be Mobilized. - Air Corps forces to be mobilized with order of priority of assignment of personnel and equipment are:

	T/O 1930	Priority	Corps Area Control (peace)
a. Expeditionary Forces			
(1) Force "A"			
3d Attack Group	574	2a	(VIII (Ft.Crockett)
Hq. & Hq.Sq. 3d Gp.	575	2a	(until about
8th Attack Squadron	576	2a	(December 1933,
13th " "	576	2a	(then IV (Shreveport)
90th " "	576	2a	(
60th Serv.Sq.Atk.Gp.	577	2a	(
1st Observation Sq.	71	3a	II (Mitchel)
(2) Force "B"			
5th Observation Sq.	71	3b	II (Mitchel)
(3) Force "C"			
15th Observation Sq.	71	3c	VI (Scott)
b. Border Guard			
(1) IX Corps Area			
91st Observation Sq.	71	1	IX (Crissy)
(2) VIII Corps Area			
2d Bombardment Group	579	3	III (Langley)
Hq. &. Hq.Sq. 2d Gp.	580	3	III (Langley)
20th Bombardment Sq.	581	3	III (Langley)
49th " "	581	3	III (Langley)
96th " "	581	3	III (Langley)
59th Serv.Sq.,Bomb.Sq.	582	3	III (Langley)
1st Pursuit Group	584	4	VI (Selfridge)
Hq. & Hq.Sq. 1st Gp.	585	4	VI (Selfridge)
17th Pursuit Sq.	586	4	VI (Selfridge)
27th " "	586	4	VI (Selfridge)
94th " "	586	4	VI (Selfridge)
*36th " "	586	4	VI (Selfridge)
57th Serv.Sq.(Pursuit)	587	4	VI (Selfridge)

* Note- Attached 1st Pursuit Group. After the departure of the 36th Pursuit Squadron to Hawaii (estimated not before 1935), the 95th Pursuit Squadron, 9th Corps Area, March Field, will replace the 36th Squadron for purposes of this plan.

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12th Obsn. Group	172		
Hq. & Hq.Sq.12thGp.	173	3	VIII (Dodd to Brooks 3/1/32)
12th Obs. Sq.	174	4	VIII (Dodd to Brooks 3/1/32)
22nd Obs. Sq.	174	4	VIII (Maxwell to Brooks July 1931)
88th Obs. Sq.	174	3	VIII (Sill to Brooks November 1931)
99th Obs. Sq.	174	4	II (Mitchel)
62nd Service Sq.	175	4	VIII (Brooks)
7th Bombardment Gp.	579		
Hq. & Hq.Sq. 7th Gp.	580	7	IX (Rockwell to March 3/15/32)
9th Bomb. Sq.	581	7	IX (March)
11th " "	581	7	IX (Rockwell to March 2/15/32)
31st " "	581	7	IX (March)
70th Serv.Sq.(B.Gp)	582	7	IX (March)

c. Replacements for Expeditionary Forces

(1) Commissioned replacements as directed from time to time by the War Department.

(2) Enlisted replacements, Air Corps:

210 at Galveston Replacement Center
35 at San Francisco Replacement Center

12. Active Units. - Plans will provide for raising active Air Corps units to authorized strength during the time they remain at their home stations, but their departure therefrom will not be delayed on that account. In movement from home stations, they will take with them individual equipment for the strength existing at the time and organizational equipment prescribed for them in Tables of Basic Allowances for the Air Corps, June 1930.

13. Strength of Units. - The strength objective of units mobilized for the theaters of operations and for the Border Guard, will be the strength authorized in the Air Corps Tables of Organization, June 10, 1930.

14. Movement of Units. - Air Corps units will move by rail and water except aircraft and flying personnel which will proceed by air. Additional personnel, supplies and equipment, as needed, will be forwarded by air, rail or water, as circumstances may determine.

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SECTION IV
C - 1

15. Commissioned Personnel -

a. Regular Army. - Assignment of Regular Army officers to units mobilized will be made by corps area commanders from personnel under their jurisdiction.

b. Reserve Officers. - Reserve Officers on extended active duty with Air Corps tactical units will continue such active duty throughout the emergency. Other Air Corps Reserve Officers will be called to active duty as may be authorized by the War Department.

16. Warrant Officers.- Procurement and assignment of Warrant Officers will be in accordance with existing regulations.

17. Enlisted Personnel. -

a. Transfers. - Enlisted personnel required to raise units to the strength objective will be procured:

(1) By the immediate transfer by corps area commanders of personnel which can be spared from Regular Army units and installations not called for or not required under this plan, and without material disruption of units from which personnel is drawn.

(2) By intensive recruiting.

b. With less than three months to serve. - Enlisted men with less than three months to serve will not be sent to the theaters of operations. Men with less than three months to serve who desire to reenlist may be discharged for the convenience of the Government and reenlisted in the grade held at the time of discharge.

18. Replacements -

a. Requirements for theater of operations. - For planning purposes, replacement centers established under the provisions of para-

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graph 7e(1) will, initially, contain Air Corps enlisted replacements as follows:

Percent for Theaters "A" and "B" at Galveston.....210
Percent for Theater "C" at San Francisco..... 35

b. Equipment. - Prior to departure from replacement centers, replacements will be provided with all articles of Equipment A, Table I, of Basic Allowances.

c. Replacements for Border Guards. - Replacements for border guards in the VIII and IX Corps Areas will be forwarded by the War Department to the places designated in the VIII and IX Corps Area Plans.

SECTION V
G - 4

I A C supply subject matter to be prepared by Wright Field - see par 9 c Sec I - XII (par 9 c Sec I)

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CBBB-sr
(3-C)

June 30, 1930

MEMORANDUM FOR - Assistant Chief of Staff, W.P.D.,
Attention - Lieut. Col. C. L. Sampson, G.S.:

SUBJECT - Army Strategical Plan - Green No. 3.

Reference your memorandum, June 24, 1930 - subject: "Army Strategical Plan - Green No. 3", and inclosure of Plan thereto, the following is informally submitted:

1. In reference to your paragraph 3, it is believed this cannot be rigidly followed insofar as the Air Corps is concerned. The strength of air force accompanying or a part of any ground force is dictated almost entirely by the aerial opposition expected. The composition and number of our own ground troops or enemy ground troops have only an indirect bearing on the amount of air force necessary for any particular mission. It is a distinct arm which has its own problem, i.e., furnishing protection to its ground forces by an offensive action against the aerial enemy forces and bringing destruction and delay to the enemy forces.

2. Assuming that the foregoing is correct, and further that the distances between airdromes are so short, it is obvious that the entire air force of Green can be concentrated in an area from any point within Green territory and be prepared to operate within 24 hours. Consequently, the actual composition of the ground troops in this situation does not dictate the amount of aviation which will be necessary to meet and defeat any aerial force which Green might bring into action.

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3. After considerable study, it is believed by this office that, inasmuch as the Green Plan No. 2 calls for the flying of all equipment to Vera Cruz, with the exception of pursuit units, the units destined for Forces A, B and C under Green Plan No. 3 should be concentrated on the border where they will be able to reach, within a very short time, any of the areas which Forces A, B and C are likely to occupy. In this connection, attention is invited to the fact that the air distance from Brownsville, Texas to Tampico is approximately 260 miles; Tampico to Tuxpan is 100 miles, and from Tuxpan to Vera Cruz is 150 miles. The total distance of 510 miles from Brownsville to Vera Cruz can be covered in 5 hours or less by aircraft. Consequently, by bringing the air force destined for any of the three expeditions in the Brownsville-Laredo Area, they can be concentrated and placed into operation at practically any point on the East Coast in not to exceed one day.

4. The Air Corps units called for in Green Plan No. 2 deplete all bombardment, attack and pursuit units in the Continental United States and leave but a very limited amount of observation. It is, therefore, necessary that the air units carried as part of the Green Plan No. 3 must, of necessity, come from those already a part of Green Plan No. 2. It is, therefore, tentatively recommended that air force units for the Green Plan No. 3 consist of -

a. For the border guard:
All units now carried in Table No. 2, Air Corps Annex to Green Plan No. 2.

b. Units for the expeditionary forces A, B and C:
That assigned to the First Field Army in Table No. 1, Air Corps Annex, Green Plan No. 2, less such observation units as might be in excess of the number required.

For the Chief of the Air Corps:

T. W. HASTEY,
Captain, Air Corps, —
Acting War Plans Representative.

2 Incls.
Incl. 1 - Memo 6/24/30
Incl. 2 - Army Strategical Plan - Green No. 3.

Copies of above correspondence
not retained in this office.

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GREEN - New Plan, Recd. 3/26/38

TO BE RETURNED TO HISTORICAL SECTION A.U.S.

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WAR DEPARTMENT
WPD 3493-8 War Department General Staff
War Plans Division
Washington, D. C.

SECRET
By Authority of A.C. of S.,W

June 30, 1938. ..H.C.A....
Date Initials

Subject: Correspondence pertaining to secret color war plans.

To: Chief of the Air Corps.

1. The following instructions are issued for the information and guidance of all concerned:

a. In view of the constantly growing volume of direct correspondence between the Assistant Chief of Staff, War Plans Division, and various agencies engaged in war planning, those provisions of the Concentration Plans of the Army Strategical Plans - Orange and Green which prescribe (1) that correspondence relating to such plans and subordinate plans based on those plans be sent direct to the War Plans Division, War Department General Staff, and (2) that subordinate plans be submitted direct to the War Plans Division, War Department General Staff, are rescinded. Hereafter, correspondence pertaining to secret color war plans and subordinate plans forwarded to the War Department wil normally, except as indicated in sub-paragraphs b and c below, be addressed to The Adjutant General.

b. The Assistant Chief of Staff, War Plans Division, is authorized to correspond direct with any agency on the subject of secret color war plans if, in his judgment, he deems it necessary. The Commanding Generals of Armies, overseas Departments, and the GHQ Air Force may similarly correspond direct with the Assistant Chief of Staff, War Plans Division, in reference to secret color war plans when in their judgment such action is desirable.

c. The Assistant Chief of Staff, War Plans Division, will, as heretofore, distribute secret color war plans direct to the agencies concerned, will account for such plans prepared by the War Plans Division, and will correspond direct with the agencies concerned regarding the distribution and disposition of and the accounting for such war plans.

d. The Concentration Plans of the Army Strategical Plans - Orange and Green will be revised later to conform to the foregoing instructions.

By direction of the Secretary of War:

(Sgd) W. KRUEGER
Brigadier General,
Assistant Chief of Staff.

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1st Ind. HAC/aea ((9)

War Department, Office, Chief of the Air Corps, Washington, D. C., October 2, 1940. To: Commanding General, Fifth Division, Fort Benjamin Harrison, Indiana.

Completed estimate attached hereto on the form furnished.

2 Incls.
Forms w/notes.

For the Chief of the Air Corps:

B. E. Meyers,
Major, Air Corps,
Executive.

PLANS DIVISION
FILE COPY SECRET

W.P. AMP 9.

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Auth: C.G., 5th
Division, 9/13/40.

HEADQUARTERS 5TH DIVISION
Fort Benjamin Harrison, Indiana

September 13, 1940.

SUBJECT: Data for Troop Movements by Commercial Vessels.

TO: Chief of Air Corps, Washington, D. C.

Reference is made to Table 5, Annex II W.P.D. W.D.C.P. - G-40 in which it is specified that a Detachment of a Weather Squadron and Detachment of a Communications Squadron will be organized from personnel under your command as a part of Task Force No. 2.

In order that this Headquarters can furnish the Commanding General, Second Corps Area, the data called for in Par. 5 g (2) (a) 4, above mentioned Plan relating to elements of Task Force No. 2, it is requested that the data called for in the inclosed tables be furnished for each of the detachments by October 1st, 1940.

/s/ J. M. CUMMINS,
Brigadier General, U. S. Army,
Commanding.

2 Incls.
Forms w/notes.

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1	2			3		4	5	6	
	Unit Strength			No. of Animals		Cargo and Passenger Carrying Vehicles	Guns & Combat and Special Vehicles	Baggage	
Unit	Off.	W.O.	Enl.Men	Arty.	Riding Pack or Draft			Tons	Cu. Ft.
Det. Weather Squadron	2	0	15	0	0		1 prime mover and trailer mobile weather station	1	1,000
Det. Weather Obs. Sqdn.	2	0	50	0	0	1 passenger	0	1	1,000
Det. Communications Sqdn.	1	0	36	0	0	0	0	1/2	750

See notes - page 2.

2062

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NOTES

COLUMN 2 - Use strength given in T/O No.

COLUMN 3 - Use number prescribed by Tables of Organization. Include artillery horses in first column. All other draft animals will be included in second column.

COLUMN 4 - List by types as: 10 cars, lmt. 5 pass.; 6 trucks; 1½ ton; 3 wagons R & B (See note column 6.) Use number prescribed by Table of Organization.

COLUMN 5 - List by types as: 10 tanks, light M2; 2 search lights, mobile, 60"; 5 guns 75 mm.; 5 limbers, 75 mm. Do not include any vehicles listed in Column 4. Use numbers prescribed by Table of Orga ization.

COLUMN 6 - Give nearest ton and nearest 10 cubic feet. Include only that organizational and personal baggage not carried by individuals (Pack, rifle, etc.). Equipment prescribed by Tables of Basic Allowances for mobilization plus heavy tentage and mosquito bars will be taken. Base amounts to be taken on Tables of Organization.

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RSV/cpc (9)

September 14, 1940.

MEMORANDUM FOR: Assistant Chief of Staff, WPD.

It is requested that a copy of the War Department Operations Plan GREEN 1940 be furnished this office in order to carry out the instructions issued in connection with WPD WDCP-G-40.

R. S. Ar[illegible]
Major [illegible] Air Corps
[illegible] Air Corps.

WDGS

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(9)
HSV:dmk

Storage and Warehousing Requirements, Theater of Operations. Green

1.	Plans Division	Materiel Division	1940 9/28	Request the necessary information to base a reply to the second paragraph of the enclosed secret letter.

B. K. Y.
Chief, Plans Division

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Map requisition under WPD WPG-2-C

(Att. - Ltr fr The AGO 5/3/39, above subject)

1	Executive	Recommend that attached communication, above subject, be referred to the Information Div. for answer as it pertains to that division - a matter of map supply.	5/5/39 WEF-sr C.S. Chief, Plans Section

WPD-2-C

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AG 381 (4-24-39)
(Misc.) B

ACW

May 3, 1939.

SECRET
Auth: T. A. G.
Initials: BYR
Date, MAY 3 - 1939

SUBJECT: Map requisition under WPD WPC-2-C.

TO: The Chief of the Air Corps,
and
The Commanding General, GHQ Air Force,
IN TURN

Reference paragraph 6 c, Section II, Intelligence, of Annex III - Logistics to WPD WPC-2-C, it is desired that the requisition called for be submitted not later than June 1, 1939, or a statement furnished that no maps for staff studies in connection with the plan are needed.

By order of the Secretary of War:

B Y. Ree

Adjutant General.

212 L

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1/c

1st Ind. (9)

War Department, Office, Chief of the Air Corps, Washington, D.C., January 14, 1939 - To The Quartermaster General.

Attached table accomplished in confirmation of data already furnished your office.

For the Chief of the Air Corps:

L. T. Miller,
Lieut. Colonel, Air Corps,
Executive,

incl. n/c

91-a

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DATE INITIAL

QM 381 A-M (Green)

January 5, 1939.

Subject: Sea Transportation Requirements under WPD WPC 2-C.

To: Chief of Air Corps.

1. Reference WPD WPC 2-C, this office has been directed by the G-4 Division of the General Staff to supply an estimate of Sea Transportation Requirements.

2. In order to supply the estimate within the time allotted, it is requested that your office accomplish the attached table and submit same to this office by January 12, 1939.

For The Quartermaster General:

ROLAND WALSH,
Lt. Colonel, Q. M. Corps,
Assistant.

1 Incl.

SECRET

- 1 -

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Unit	Strength (complete unit)				Strength Ground Element only				Unit Equipment to accompany Ground Elements by Sea Transportation				Supplies for 30 days			
									Deck Cargo		Hold Cargo		Gasoline, Oil, Grease for Planes		Ammunition	
	O	WO	EM	Total	O	WO	EM	Total	Short tons	Cu.ft.	Short tons	Cu.ft.	Short tons	Cu.Ft.	Short tons	Cu.ft
Hq & Hq Sq, 2d Wing	15	-	88	103	7	-	82	89								
1st Pur Gp,(- 1 Sq)	98	-	378	476	46	-	378	424								
7th Bomb Gp,(- 1 Sq)	87	-	287	374	42	-	227	269								
30th Bomb Sq	72	-	198	270	33	-	146	179								
17th Atk Gp (-1 Sq)	99	-	410	509	27	-	368	395								
18th Recon Sq	72	-	227	299	20	-	188	208								
21st Recon Sq	72	-	227	299	20	-	188	208								
3d Obsn Sq	40	-	150	190	4	-	137	141								
97th Obsn Sq	40	-	150	190	4	-	137	141								
1 Sq, 1st Pur Gp #	42	-	146	188	17	-	146	153								
1 Sq, 7th Bomb Gp #	72	-	198	270	33	-	146	179								
1 Sq, 17th Atk Gp #	42	-	162	204	17	-	137	154								
38th Recon Sq #	72	-	227	299	20	-	188	208								
15th Obsn Sq	40	-	150	190	4	-	137	141								
One composite Base Hq & Air Base Sq #	18	-	358	376	12	-	352	364								
One composite Base Hq & Air Base Sq	18	-	358	376	12	-	352	364								
Units marked #									-	-	715	155466	834	31,478	632	19,196
Other Units									-	-	1564	340076	1669	62,954	1716	51,864

SECRET

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CONFIDENTIAL

- CODE RADIOGRAM -

Received at War Department Message Center 4:58PM Jan. 12, 1939
81-WVC. Wright Field, Ohio. 3:50PM January 12, 1939.

The Chief of the Air Corps,
Washington, D. C.

D-6. Supplies to accompany ground elements by water: Deck cargo, none; Hold cargo 2145 short tons (466,398 cubic feet) of unit equipment plus 2503 short tons (94,432 cubic feet) of gasoline and oil in drums.

Aircraft requiring 337,867 square feet of deck space not included. No deduction made for unit equipment that might be transported in aircraft if flown.

Data on ammunition not included same not available and should be obtained from Ordnance.

ROBINS.

(Received in "Confidential" Code)

CONFIDENTIAL

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(9)

HP/cpc

January 7, 1939.

MEMORANDUM FOR: The Chief Signal Officer.

SUBJECT: Attached Radiogram.

SECRET

Request that the following message be sent in code to the Chief, Materiel Division, Air Corps, Wright Field, Dayton, Ohio, and that the reply when received be decoded before transmission to the Office, Chief of the Air Corps.

1 Att.
Radio.

2072

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(9)

AIR CORPS

XXXXXXXXXXXXXXXXXXXXXXXXXXXX RADIOGRAM JANUARY 7, 1939 HP/cpc

CHIEF, MATERIEL DIVISION, AIR CORPS,
WRIGHT FIELD,
DAYTON, OHIO.

SECRET

before Jan 12

.....FOLLOWING INFORMATION DESIRED AS SOON AS POSSIBLE FOR UNITS LISTED BELOW COLON SHORT TONS AND CUBIC FEET OF DECK CARGO COMMA SAME FOR HOLD CARGO COMMA FOR UNIT EQUIPMENT TO ACCOMPANY GROUND ELEMENTS BY SEA TRANSPORTATION SEMICOLON SHORT TONS AND CUBIC FOR THIRTY DAY SUPPLY OF GASOLINE COMMA OIL COMMA AND AMMUNITION PERIOD FOLLOWING UNITS INVOLVED COLON HEADQUARTERS AND HEADQUARTERS SQUADRON SECOND WING COMMA FIRST PURSUIT GROUP LESS ONE SQUADRON COMMA SEVENTH BOMBARDMENT GROUP LESS ONE SQUADRON COMMA THIRTIETH BOMBARDMENT SQUADRON COMMA SEVENTEENTH ATTACK GROUP LESS ONE SQUADRON COMMA EIGHTEENTH RECONNAISSANCE SQUADRON COMMA TWENTY-FIRST RECONNAISSANCE SQUADRON COMMA THIRD OBSERVATION SQUADRON COMMA NINTY-SEVENTH OBSERVATION SQUADRON COMMA ONE SQUADRON FIRST PURSUIT GROUP COMMA ONE SQUADRON SEVENTH BOMBARDMENT GROUP COMMA ONE SQUADRON SEVENTEENTH ATTACK GROUP COMMA THIRTY-EIGHTH RECONNAISSANCE

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AIR CORPS

XXXXXXXXXXXXXXXXXXXXXXXXXXXX RADIOGRAM

JANUARY 7, 1939.

(PAGE 2, RADIO TO CHIEF, MATERIEL DIVISION, AIR CORPS, WRIGHT FIELD, DAYTON, OHIO.)

SQUADRON COMMA, FIFTEENTH OBSERVATION SQUADRON COMMA ONE COMPOSITE BASE HEADQUARTERS AND AIR BASE SQUADRON END

ARNOLD

2074

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WAR DEPARTMENT
Office of the Chief of the Air Corps
Washington

Date

To:

1. Office, Asst. Sec. of War
2. Executive
3. Assistant Executive
4. Personnel
5. Information
6. Training & Operations
7. Supply
8. Finance
9. Reserve
10. Plans Section
11. Inspection Section
12. Chief Clerk

PLANS SECTION

2075

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SECRET

1st Ind.

War Plans Division, War Department General Staff, Washington, D.C. June 10, 1938. To: Chief of the Air Corps.

1. Your constructive comments on the subject plan are appreciated.

2. It is believed that Annex III, Logistics to WPD WPG 2-C sent to you in May, 1938, answers the questions raised in paragraph 1 of your memorandum. In this connection attention is invited to paragraph 4 b (2) (c) of Section III to the above listed Annex.

3. With reference to paragraph 2 of your memorandum, twenty-eight (28) Observation Squadrons are called for by the plan. Five (5) Headquarters and Headquarters Squadrons, Observation Group, are provided in the plan and not three (3) as indicated in your letter. This is in the ratio of one (1) Headquarters and Headquarters Squadron, Observation Group, to approximately five (5) Observation Squadrons. When the plan is revised, consideration will be given to an increase in the number of Headquarters and Headquarters Squadrons, Observation Group.

4. With reference to paragraph 3 of your memorandum, eight (8) Air Base Squadrons are called for by the plan and not three (3) as indicated in your letter. This is in the ratio of one (1) Air Base Squadron to approximately three (3) Observation Squadrons.

5. When the plan is revised a Service Squadron, Balloon Group, will be included in the plan.

By direction of the Secretary of War:

W. KRUEGER
Brigadier General,
Assistant Chief of Staff.

704-E

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ADDRESS REPLY TO
CHIEF OF THE AIR CORPS
WAR DEPARTMENT
WASHINGTON, D. C.

WAR DEPARTMENT

OFFICE OF THE CHIEF OF THE AIR CORPS

WASHINGTON

(9)

April 5, 1938

SECRET

O.C.A.C. WPD Copy 2/38

MEMORANDUM FOR - Assistant Chief of Staff, WPD:

SUBJECT - Concentration Plan of the Army Strategical Plan - GREEN, 1938.

The following comments are submitted in connection with the plan in question:

1. Page 9, Par. 8 d (5). -- A subparagraph should be added charging the Chief of the Air Corps (and certain other Chiefs of Arms and Services) with the training of technical replacements. This plan calls for all the active Air Force units in the continental United States, all active Regular Army and National Guard Corps units, and Army Observation units. The training of technical replacements for such a large number of units should follow the announced plan for the training of technical replacements for the Protective Mobilization Plan.

2. The tables in Annex II call for only three (3) Headquarters & Headquarters Squadrons, Observation Group.

Headquarters & Headquarters Squadrons, Observation Group should be brought into being at the rate of one (1) for each four (4) Observation Squadrons called for in the plan.

3. Only three (3) Air Base Squadrons (minor), (7th, 8th and 9th) are called for in the plan in addition to [illegible] Air Base Squadrons which are a part of the GHQ Air Force. Additional Air Base Squadrons (minor), at the rate of one (1) for each four (4) Observation Squadrons per Observation Group, should be included.

4. A Service Squadron, Balloon Group, is needed for the 21st Balloon Group (Table 2, Page 2).

M. G. Davis

REC'D W.P.D. APR 5 1938 405-2

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HHY:
WKF:mcc

1st Ind. (9)

War Department, Office, Chief of the Air Corps, Washington, D. C., June 1, 1938. To Chief, Material Division, Air Corps, Wright Field, Dayton, Ohio.

1. Forwarded inviting attention to basic letter. Particular attention is invited to paragraph 8.d.(8) of the Concentration Plan. The Material Division is charged with the preparation of the plans called for by this section.

2. It is requested that one copy of receipt be furnished to the War Plans Division, General Staff, direct, and one copy to this office.

For the Chief of the Air Corps:

RUSH B. LINCOLN,
Colonel, Air Corps,
Chief, Plans Section.

Encls.
1 Copy of Annex III - Logistics, consisting of 40 pages, to Concentration Plan of the Army Strategical Plan - Green, 1938.
Certificate in triplicate.

SECRET

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BY AUTHORITY OF A.C.O.S. WPD
MAY 25 1938
Date
Initials
MAY 25 1938

WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
WAR PLANS DIVISION
WASHINGTON, D.C.

WPD 4056-8

Subject: Annex III - Logistics, to Concentration Plan of the Army Strategical Plan - Green, 1938.

To: The Chief of the Air Corps.

1. It is requested that the enclosed copy of Annex III - Logistics be inserted in Register Number 39 of the subject plan, in place of page 14 now in the plan, and that the replaced page be burned, as indicated in the attached certificate.

2. Your comments and recommendations, relative to changes in this Annex which you may deem advisable, are requested.

3. Since this Annex substantially completes the Concentration Plan, such additional general comments and recommendations relative to the plan as a whole as you may desire to make would also be appreciated.

4. Comments and recommendations should be submitted direct to the Assistant Chief of Staff, War Plans Division, War Department General Staff.

5. One copy of the attached certificate should be completed and returned to this Division as soon as possible.

6. It is requested that the subordinate plans required by Paragraph 8 of the Concentration Plan and by the provisions of Annex III herewith be completed and submitted as soon as practicable.

By direction of the Secretary of War:

W. KRUEGER,
Brigadier General,
Assistant Chief of Staff.

Encls.
1 Copy of Annex III - Logistics, consisting of 40 pages, to Concentration Plan of the Army Strategical Plan - Green, 1938.
Certificate in duplicate.

SECRET

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WEF-sr

(9)

April 5, 1938

SECRET

O.C.A.C.

MEMORANDUM FOR - Assistant Chief of Staff, WPD:

SUBJECT - Concentration Plan of the Army
Strategical Plan - GREEN, 1938.

The following comments are submitted in connection with the plan in question:

1. Page 9, Par. 8 d (5). -- A subparagraph should be added charging the Chief of the Air Corps (and certain other Chiefs of Arms and Services) with the training of technical replacements. This plan calls for all the active Air Force units in the continental United States, all active Regular Army and National Guard Corps units, and Army Observation units. The training of technical replacements for such a large number of units should follow the announced plan for the training of technical replacements for the Protective Mobilization Plan.

2. The tables in Annex II call for only three (3) Headquarters & Headquarters Squadrons, Observation Group.
Headquarters & Headquarters Squadrons, Observation Group should be brought into being at the rate of one (1) for each four (4) Observation Squadrons called for in the plan.

3. Only three (3) Air Base Squadrons (minor), (7th, 8th and 9th) are called for in the plan in addition to Mobile Sections of the Air Base & Air Base Squadrons which are a part of the GHQ Air Force. Additional Air Base Squadrons (minor), at the rate of one (1) for each four (4) Observation Squadrons per Observation Group, should be included.

4. A Service Squadron, Balloon Group, is needed for the 21st Balloon Group (Table 2, Page 2).

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WPD 4056

WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
WAR PLANS DIVISION
WASHINGTON, D.C

BY AUTHORITY OF A.C. OF S. WPD
3/24/38
Date

March 24, 1938.

Subject: Concentration Plan of the Army Strategical Plan - Green, 1938.

To: The Chief of the Air Corps.

1. Herewith, in two folders, is Register No. 39 of the Concentration Plan of the Army Strategical Plan - Green, 1938 (less Annexes I and III). Relative to Annex I, Current Estimate of the Situation, your attention is invited to page 12 of this plan. Annex III, Logistics, will be sent to you at a later date.

2. Your comments and suggestions relative to this plan are requested and will be submitted direct to the Assistant Chief of Staff, War Plans Division, War Department General Staff.

3. It is requested that the enclosed receipt be signed and returned direct to the Assistant Chief of Staff, War Plans Division, War Department General Staff.

By direction of the Secretary of War:

W. KRUEGER,
Brigadier General,
Assistant Chief of Staff.

Encls.
Concentration Plan of the Army Strategical Plan - Green (1938) - 2 folders.
Receipt.

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HHV/epc

1st Ind. (9)

War Department, Office, Chief of the Air Corps, Washington, D. C., March 28, 1938 - To Chief, Materiel Division, Air Corps, Wright Field, Dayton, Ohio.

Forwarded.

Incls.- No chg.

Basic: Ltr 3-24-38 from WPD, General Staff, file WPD 4086, to The Chief of the Air Corps (for Materiel Division), subject, "Concentration Plan of the Army Strategical Plan - Green, 1938."

21-a

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BLUE - PROJECT

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WAR DEPARTMENT
The Adjutant General's Office
Washington

AG 381 (3-19-36)
(Misc.) C-M

April 8, 1936.

SUBJECT: Safeguarding of Mobilization Plans.

TO: All Corps Area Commanders;
Chiefs of Arms and Services;
Chief of the National Guard Bureau;
The Assistant Chiefs of Staff, War Department General Staff;
Commanding Generals, Ports of Embarkation;
Commanding Officers, General Depots;
The Superintendent, United States Military Academy.
COPY TO: The Office of the Assistant Secretary of War.
COPY TO: The Office of the Chief of Staff.

SECRET
Date: April 8, 1936.
T.A.C. R.I.C.

1. Under the provisions of AR 330-5 (February 11, 1936), war plans are classified as "Secret" documents and as such will be registered. Special mobilization plans based on War Department mobilization plans prior to the plan of 1933, and the Emergency Plans - White, similarly, are classified as secret. Any unnumbered copies which have already been sent to the War Department should be registered and their numbers furnished The Adjutant General.

2. The War Department Mobilization Plan, 1933, will continue to be classed as "Confidential," but will not be a "Registered publication." Mobilization plans, including statements of supply requirements, based on that plan will be classed as "Confidential," but copies thereof sent to the War Department will not be registered.

By order of the Secretary of War:

E. T. CONLEY,
Major General,
The Adjutant General.

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WPD 2230-2

WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
War Plans Division,
WASHINGTON

February 28, 1927.

Subject: Special Plan Blue.

To: Chief of Air Service,
Munitions Building, Washington, D. C.

1. War Department Special Plan Blue has been declared obsolete.

2. It is requested that Copy No. 12 of this Plan issued to you on May 15, 1923, be returned to War Plans Division, War Department General Staff.

HARRY A. SMITH,
Major General,
Assistant Chief of Staff, WPD.

By:

EDWARD R. STONE,
Colonel, General Staff,
Executive, WPD.

amm

1st Ind.

War Department, O.C.A.C., Washington, March 2, 1927. -
To: Assistant Chief of Staff, War Plans Division.

1. In compliance with instructions in paragraph 2, above communication, there is returned, herewith, to your office, Special Plan Blue, as follows:

Copy No. 12 - Basic Plan, 1923 revision
Copy No. 12 - Maps 1, 2, 3, 4, 5, 6, and an unnumbered map.
Copy No. 12 - Appendix G-2, 1923 revision.

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2. It is requested that the receipts signed by War Plans Representative, Office, Chief of Air Corps, for the documents listed in paragraph 1, be returned to this office.

For the Chief of Air Corps:

ROBERT OLDYS, Captain Air Corps,
War Plans Representative,
Office, Chief of Air Corps.

4 incls.
Basic Plan - SPBlue
Maps
Appendix G-2
Receipt.

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W. P. D., G. S.

7/10/23

WPD-1359.

WPD
JWC

WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
WAR PLANS DIVISION
WASHINGTON

July 10, 1923.

Subject: Appendix G-2, Special Plan Blue.

To: Chief of Air Service, U. S. A.

1. There is tranmitted herewith copy No. 12, Appendix G-2, Special Plan Blue, prepared by the G-2 Division, War Department General Staff. This Appendix is in effect an estimate of the situation of world-wide scope and should be useful for reference in the development of detailed plans under the Special Plan Blue and other War Plans now being prepared.

2. The above mentioned Appendix should be filed with your copy of the Basic Plan, Special Plan Blue, of identical number, recently furnished you.

B. H. WELLS,
Brigadier General,
Assistant Chief of Staff, WPD.

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CONFIDENTIAL
W.P.D. G.S.

5/18/23 D.W.G.
Date Initial

WAR DEPARTMENT

WPD 870-10. War Department General Staff
War Plans Division
Washington

May 15, 1923.

Subject: Special Plan Blue.

To: The Chief of Air Service.

1. There is transmitted herewith Copy No. 12 , Basic Plan, Special Plan Blue, approved by the Chief of Staff on May 5, 1923, to be substituted for the copy of identical number of the edition approved October 16, 1922 and transmitted to you in letter WPD 870-1, November 10, 1922.

2. It is requested that the copy herewith be inserted in the blue binder already furnished you and that the Copy No. 12 of the edition of October 16, 1922, together with accompanying map, be returned to Assistant Chief of Staff, War Plans Division, Washington, D. C.

J. L. DeWITT,
Colonel, General Staff,
Acting Assistant Chief of Staff, WPD.

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HHT/ACW

AG 381 (3-23-23)
(Misc. Div.) C

March 24, 1923.

Mobilization Plans. CONFIDENTIAL.

CONFIDENTIAL

The Commanding Generals, Second, Third, Fourth, Fifth, Sixth, Seventh, Eighth, and Ninth Corps Areas, The Chiefs of All Branches of the War Department, and The Chief of the Militia Bureau.

The following extract of letter to the Commanding General, First Corps Area, from this office, dated March 23, 1923, is quoted for your information:

"5. In 'Chart No. 1, Tentative Concentration for Blue Plan, Instructions for Corps Area Commanders and Chiefs of Branches, in regard to Mobilization' it is provided that the 44th Division will be concentrated in the area New Haven, Connecticut - Providence, Rhode Island. This division, in amended instructions soon to be issued, will be concentrated in New Jersey instead of the 28th Division which will be concentrated at Mt. Gretna, Pennsylvania, as G.H.Q. Reserve".

By order of the Secretary of War:

Robt C Davis

The Adjutant General.

2092

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CONFIDENTIAL

HAD

H. A. Dargue,
Major, A. S.,
War Plans Representative.

March 7, 1923.

MEMORANDUM FOR - The Assistant Chief of Staff, WPD, GS:
(Attention: Major Collins)

SUBJECT: Estimate of Air Force Situation, Special Plan-Blue.

1. A further study of the estimate of the situation furnished in my memorandum of January 23rd, 1923, on Employment of Air Force in Special Plan - Blue, does not disclose any reasons why the estimate of the number of airplanes which the Red Power could concentrate in Canada, Soon after the outbreak of hostilities, should be modified, as suggested by your Office in conference on the subject.

2. The latest important information obtainable relative to the status of the Air Force of the Red Power, is as follows:

(a) The strength of that part of the Red Air Force, at present stationed in Europe, including units temporarily in the Constantinople Area, is fifteen (15) squadrons. The average strength of these squadrons is twelve (12) airplanes. The total strength of the Red Air Force is thirty-two (32) squadrons. Source:- Statement in Parliament by Under Secretary for War M.I.D., January 15,1923.

(b) Over two thousand two hundred (2,200) combat airplanes are in use and in immediate reserve. Approximately one-half of this number are in the home areas. The potential production facilities of the Red Power are ninety (90) airplanes daily, based on actual accomplishments at the time of the Armistice. Source:- Report of Major Melvin Hall, M.I.D., about February, 1922.

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(c) The total strength of the Red Air Force, all ranks, is thirty-four thousand, seven hundred eighty-six (34,786); of this number one thousand nine hundred seventy-one (1,971) are flying officers. Source:- M.I.D., July 27, 1922.

(d) Increases are contemplated in Air Brigades for home defense. Source:- M.I.D., England, January 23,1923.

(e) Eight (8) aircraft carriers are in use or are being prepared, each carrier having a capacity of about one hundred (100) airplanes, twenty-five (25) set up and seventy-five (75) dismantled in such a way that they may be set up within a few hours and flown from the deck. Source:- U. S. Naval I.D., 1923.

3. In the event of hostilities with the Red Power, such as contemplated in Special Plan - Blue, under the conditions therein stated, it is considered a very reasonable assumption, based on the foregoing data, to assume that the eight (8) aircraft carriers, each carrying one hundred (100) airplanes, can land these airplanes in Canadian territory in less than three (3) weeks after the outbreak of hostilities. Allowing approximately only one-half of the flying personnel available in the regular establishment to man these airplanes would place a sufficient number of flying officers on these carriers to effectively operate them as outlined in my estimate of the situation. It will be noted that the Peace establishment of the Red Air Force is large enough to make the effort estimated. It is fully expected that this Force of eight hundred (800) airplanes can be increased materially during the first few months of the war. This assumption is based on the known available reserves and production facilities referred to herein.

4. The assumption made in my original estimate that we would have

1 Pursuit Group
1 Bombardment Group
1 Attack Group

available at full peace strength to oppose the expected aerial offensive of the Red Air Force is a much more radical assumption than my estimate of the strength of the opposing Red Air Force. The fact that an outbreak of hostilities would first cause the Red Power to send engineer troops and machinery to Halifax, for the purpose of establishing docking facilities, etc., does not, in any way, interfere with the Air Force program, since in the case of the Red Power the Air Force is an entirely independent organization, similar to the Army and the Navy in the case of the Blue Power. Therefore, the action of the eight (8) aircraft carriers would not

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be directly affected by the operations of the Red Navy, or Army, during the early stages of hostilities. Furthermore, the Red Power, knowing our status relative to aircraft, would undoubtedly endeavor to strike a telling blow from the air early in the war, in an attempt to prevent the Blue Power, with their enormous resources from eventually building up a superior Air Force.

5. The purpose of my recommendations and estimate of the situation already furnished is to bring forcibly to the attention of the War Department the importance of Air Force operations, not only from the Blue standpoint, but from the viewpoint that may be taken by the Red Power in a hypothetical case, such as outlined in Special Plan - Blue. With the well trained reserves that are being constantly turned out by the Red Air Force under their system of short term commissions and with their enormous reserve of airplanes, compared to none in the case of the Blue Power, it is very clear to me that unless some definite action is taken to increase the amount of combat aviation for the six (6) Field Army Plan in accordance with previous recommendations, the Red Power could obtain superiority of the air in such a manner as to have all the important industrial centers of the Blue Power within easy bombing distance of Red bases early in the war. This situation would hamper mobilization of ground troops and tend to prevent the organizing of an Air Force large enough to eventually regain aerial supremacy while the loss in time, life and property which air superiority would give to the Red Power can hardly be forecasted. When a coalition, such as outlined in Special Plan - Blue, is effected against the Blue Forces, the results of such a situation should not be under estimated. I must, therefore, reiterate my recommendations made in previous communications on this subject, as I feel it my duty to continuously keep before the War Department the importance of aerial supremacy in future wars and the fact that other great Powers are more advanced in the aerial tactics than the Blue Power, as evidenced by the fact that in several cases, the Air Forces of these countries are three (3) or four (4) times as large in their peace establishments as our present small Air Service.

MASON M. PATRICK,
Major General, U. S.,
Chief of Air Service.

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RJB-sr

By authority of the Chief of A

NAD

January 23, 1923. H. A. Dargue,
Major, A. S.,

Date 1/23/23 War Plans Representative

MEMORANDUM FOR - The Assistant Chief of Staff, W. P. D., G.S.:

SUBJECT - Employment of Air Force in Special Plan - Blue.

1. Paragraph 5 of your memorandum of January 4th, relative to our comments on Special Plan - Blue, reads in part as follows:

"Therefore, it is requested that you submit at an early date an estimate of the situation with special reference to the Air Force and including a plan for the concentration and employment of the Air Forces included in the General Reserve on D-Day and D plus 90 days, subject to the limitation imposed by the mobilization plan as indicated in paragraph 4 above."

2. ESTIMATE OF THE SITUATION:

A general estimate of the situation with special reference to Air Force is as follows: It must be assumed that the Red-Orange coalition is fairly familiar with the aviation situation in the United States and know that this country has practically no offensive aviation. Next, it must be assumed that the Red Power will assist the Orange Power in turning over special specifications for airplanes and will assist in their production in the Orange factories. Next, it must be assumed that the most vulnerable areas in the United States have been mapped out for aerial bombardment by the hostile air powers. These areas are obviously almost entirely comprised within the northeastern part of the United States, extending along the Great Lakes and south along the Atlantic Coast to Hampton Roads. Cities within this area will be the most vulnerable points. It is assumed that a hostile air force will first operate from airplane carriers and as soon as possible large concentrations of Red and Crimson offensive aviation will be located in the Ontario Peninsula. From this Peninsula, practically all of our aircraft factories, munitions factories, automobile factories, industrial centers, important rail heads and lines, etc. are within easy flying radius of the present bombardment airplanes used by foreign powers. It is, moreover, assumed that most of the industrial centers in the northwest are within easy flying radius

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of any Orange or Crimson airplane base which would undoubtedly be established in the vicinity of Vancouver, B.C., in order to retard the production of timber, thus delaying our aircraft production program. Finally, from data on hand, relative to the strength of foreign powers, it is estimated that the Red-Orange will be prepared to carry out an aerial offensive along the above lines within three (3) weeks from the date war is declared and their production of airplanes and equipment will enable them to continually keep the original forces at maximum strength. It is conservatively estimated that the Red force alone would be able to concentrate about eight hundred (800) airplanes based in Canada, four hundred (400) of which would be ready for offensive operations within three (3) weeks.

3. PLAN FOR THE CONCENTRATION AND EMPLOYMENT OF THE AIR FORCES INCLUDED IN THE GENERAL RESERVE:

To meet the situation outlined in the preceding paragraph, there is now authorized for the Six Field Armies, the following

1 Bombardment Group, composed of 58 airplanes
7 Attack Groups, composed of 58 airplanes, each
14 Pursuit Groups, composed of 106 airplanes, each;

Of the above amount, the following is included in the Air Force of the General Reserve:

1 Bombardment Group, 58 airplanes
1 Attack Group, 58 airplanes
2 Pursuit Groups, 106 airplanes.

Obviously, this is an insufficient amount to successfully cope with the situation. However, this small inadequate force to be used most effectively should be concentrated under one command in the vicinity of G.H.Q. Concentration to be effected by air; the Pursuit Group, now at Selfridge Field, Mt. Clemens, Michigan and the Bombardment Group, now at Langley Field, Hampton, Virginia, can be concentrated at any point within the general area to be defended within a few hours; and prior to the time that any enemy aerial attack could be expected, the Attack Group could be brought from Texas and the organizing of an additional Pursuit Group started so that before the end of three (3) weeks it is estimated that

1 Pursuit Group
1 Bombardment Group
1 Attack Group

would be at approximately full strength and that a second Pursuit Group would be in the process of being organized. The absurdity of endeavoring to combat a first class air power with this totally inadequate force is apparent. It is only reasonable to assume, therefore, that the additional air force units now assigned to the Armies would be concentrated with the air force units of the

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General Reserve, these forces being made available as fast as personnel and equipment can be supplied. In view, however, of the fact that the total authorized strength of the Air Force for the Six Field Armies is apparently inadequate to successfully cope with the aerial offensive which may be expected from the Red-Orange coalition to be met under Special Plan - Blue, the exigencies of the occasion will probably require that all available observation aviation, now authorized for the Armies, Corps and Divisions, will have to be used for aerial combat work as fast as they can be mobilized. This, of course, to the detriment of the service which they should render to ground troops. This departure from the proper tactical role of observation aviation will be necessitated by the air situation confronting the Blue forces and will undoubtedly force a revision of the War Department Plan to include additional aviation combat units, particularly Bombardment and Pursuit.

4. The foregoing outline of a plan for the concentration and employment of the Air Force is, of course, drawn up, subject to the limitation imposed by the mobilization plan, as indicated in paragraph 4 of your memorandum of January 4, 1922. However, the Air Force which should be available to meet the initial situation, outlined in paragraph 2 above, within one (1) month should be approximately as follows:

2 Bombardment Groups, composed of 116 airplanes
2 Attack Groups, composed of 116 airplanes
8 Pursuit Groups, composed of 848 airplanes

This force should be organized into two (2) Brigades, each Brigade consisting of

1 Bombardment Wing, consisting of
  1 Bombardment Group, 58 airplanes
  1 Pursuit Group, 106 airplanes
1 Attack Wing, consisting of
  1 Attack Group, 58 airplanes
  1 Pursuit Group, 106 airplanes
1 Pursuit Wing, consisting of
  2 Pursuit Groups, 212 airplanes

A third Brigade should be organized prior to D plus 2 and concentrated in the northwest area. Three (3) additional Brigades should be later organized, probably simultaneously with the second three (3) Field Armies, depending upon the final estimate of the situation and subsequent developments in the Air Power of the enemy. This would make a total of six (6) Brigades organized into two (2) Divisions of three (3) Brigades each. Five (5) of these Brigades should be concentrated in the vicinity of G.H.Q., probably in northern Pennsylvania or New York, from which base they would be within flying radius of all vulnerable areas to be defended and within easy flying radius of enemy objectives against which offensive operations would be conducted. One (1) Brigade, the third organized, should be located in Oregon for the defense of that sector. This would leave the Observation aviation free to perform its

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proper functions, to patrol both coasts and the Mexican Border and do such combat work as necessary in these areas. It is believed that the above Air Force would be sufficient for an initial mobilization unless a greater military effort than that outlined in the Six Field Army Plan is to be carried out.

5. In connection with the foregoing, attention is invited to comments on Special Plan - Blue, submitted under date of December 26, 1922, which should be considered in connection with a revision of this plan. It is not believed that we should confine ourselves to the existing or authorized Air Service and Air Force, as suggested in your memorandum of January 4, 1922, when all indications are to the effect that this force is entirely inadequate to successfully meet the estimated enemy aerial offensive. I would fail in my duty if I did not insist upon recognition of what are to me self-evident facts in order that an adequate plan for aerial defense may be assured. I propose shortly to submit a revised Air Service organization for national defense which will embody all of the ideas above discussed.

MASON M. PATRICK,
Major General, A.S.,
Chief of Air Service.

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INDEX SHEET

File Under No.
All color war plans

Date
May 23, 1930.

SYNOPSIS

From: Chief, Materiel Division

To: Chief of the Air Corps.

Information containing time required to crate various types of airplanes, sizes and weights of same. etc for all color war plans.

This of ice advised that all airplanes called for in the various plans can be shipped via water/

Details re number of boxes required and approximate cost, etc. shown on attached chart.

How motors shipped separately will be boxed.

Lists of materials required and approximate cost with estimate for labor shown on chart.

Etc.

Original filed under No. WAR PLANS GENERAL - in safe, under Miscellaneous.

WAR DEPARTMENT
O.C.A.C. Form No. 174 (Old No. 145)

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11/6/23
Date

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Initial

November 4, 1923.

MEMORANDUM FOR The Adjutant General, Inspector General, Judge Advocate General, Quartermaster General, Surgeon General and Chiefs of Ordnance, Engineers, Signal Corps, Finance, Air Service, Chemical Warfare Service and of Chaplains.

Subject: Table of Organization, General Headquarters, (G.H.Q.) Special Plan - Blue.

1. As the organization of a General Headquarters will vary with each war plan, it has been the policy of the War Department to provide a special table of organization for General Headquarters for each plan rather than to attempt to have a normal type table of organization for G.H.Q. adaptable for all war plans.

2. In view of the policy indicated in paragraph 1 above, it is desired to provide a table of organization for General Headquarters for Special Plan - Blue.

3. In order to assist the Supply, Technical and Administrative Staff in providing a suitable staff for their activities at G.H.Q. they must first know what are to be the functions of their Chiefs at G.H.Q. It is the purpose therefore of this memorandum to endeavor to lay down in broad terms the lines on which the table of organization of G.H.Q. Blue Plan should be based.

4. Special Plan - Blue organizes the theatre of war into:

(a) A Zone of the Interior
(b) Seven Frontier Commands

5. In view of the extent of the theatre of war the seven frontier commands are, for all practical purposes of command and supply, seven separate theatres of operations.

6. In peace the War Department has, under the Secretary of War, two missions:

(a) To prepare for the exploitation and development of the national resources of men and material.

(b) To plan for military operations.

7. In war these missions still remain, but changes as follows:

(a) The development and exploitation of the national resources of men and material.

(b) The execution of the plan for military operations.

8. The two missions are carried into execution, under the Secretary of War, in the case of (a), by the War Department organization as represented by the Assistant Secretary of War, the War Department General Staff, and the War Department Branches (Supply, Technical and Administrative).

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In the case of (b), by the Commander-in-Chief of the Field Forces and his Staff, i.e. G.H.Q.

9. The Commander-in-Chief of the Field Forces is charged with the conduct of military operations in the Theatre of War. To accomplish this he assigns missions to the commanders of each of the theatres of operations.

10. Each theatre of operations has a specific and separate mission from every other theatre; all, however, have the same common mission - the defeat of the enemy. The commander of each theatre of operations must be supreme in his theatre if he is to be held responsible for bringing the operations therein to a successful conclusion. Therefore, all the means therein, including his own communications zone, must be under his immediate command.

11. One communications zone, common to all theatres of operation is impracticable. Supply will be handled more efficiently and expeditiously if G.H.Q. establishes priority as between the several theatres of operations and each theatre draws directly on the "credits" allocated to it in the depots in the Zone of the Interior.

12. To sum up, the functions of G.H.Q. are to coordinate the strategy of the several theatres of operations with the strategy of the theatre of war with which it is charged by the War Department. To accomplish this it must also coordinate the supply between the several theatres of operations. This it does by establishing "priority" of supply.

13. To direct the strategy of the theatre of war, G.H.Q. must have available at its headquarters:

(a) Data as to the status of operations in each theatre of operations. This will include necessarily the general enemy situation as well as the situation of our own troops, their state of morale, and training.

(b) Data as to the state of supply in the Zone of the Interior as well as in the several theatres of operations.

14. As to paragraph 13(a), that is a function of the General Staff, G.H.Q. As to paragraph 13(b), data as to the status of supply can only be made available for the Commander-in-Chief and his general staff by either one of two ways. By establishing in the appropriate section of the General Staff, G.H.Q. sections composed of officers of the services concerned whose duty it is to gather, digest, and present data concerning their services to the Chief of General Staff Section, or by having the Supply, Technical and Administrative Branches represented at G.H.Q. by chiefs who, as members of the Supply, Technical and Administrative Staff, G.H.Q. are Staff officers of the Commander-in-Chief. The latter method appears to be the better of the two for the following reasons. A chief of branch on the staff of the Commander-in-Chief brings to his office rank, prestige, authority, and esprit de corps. On this account he is able to gather data more promptly and having digested it, present it more accurately than would a subordinate representative of the branch in a General Staff section. The reputation of a service being at stake, the

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members thereof will be more apt to meet promptly the demands of its Chief at G.H.Q. than of a subordinate representative on the General Staff thereat. Furthermore, to establish service sections in the General Staff violates a principle of General Staff organization in that it makes of it an operating agency rather than a directing, coordinating and supervising agency of the Commander-in-Chief.

15. In view of the above, the War Plans Division is of the opinion:

That the Staff of the Commander-in-Chief, G.H.Q. Special Plan - Blue, should comprise a General Staff and a Supply, Technical and Administrative Staff, with the chiefs of the latter located at or near General Headquarters. That this staff should be small in numbers.

B. H. WELLS,
Colonel, General Staff,
A. C. of S., WPD.

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Special Plan Blue

ITCHEL FIELD
Long Island, New York.

September 6, 1922.

Subject: Report of cross country flight made by 1st. Lieut. Charles H. Howard, A.S.

To: The Commanding Officer, Mitchel Field, Long Island, N.Y.

1. Mitchel Field to orcester, Mass.

This route is practically the same as that to Framingham. The country around orcester for a radius of ten miles was explored from the air without finding a field that in any way filled the requirements. There are a few fields which would do for emergency landings but as they are tilled and the condition of the surface depends on the crop and the time of the year thier continued availability is uncertain and they are not listed. The field used there was the Knowles Stock Farm near the town of Auburn about three miles southwest of orcester. A trolley line runs very close and it will do only in an emergency as it is very soft in the spring. The local Chamber of Commerce has been in communication with Major Lyons in Boston for some time relative to a field at this point and is about convinced that a field there is an impossibility. Battery B farm, about four miles northwest of the city is the only place which offers possibilities in the way of size. It lies on top of a large hill and is reached by two gravel roads which have grades of from four to eight per cent. The nearest railroad facilities are in orcester. The paved road from the city leads to within a mile of the field. This field has a record of several smashups by ships due to holes and rocks. No sketch is submitted but it is recommended that the City and State of Massachusetts be consulted in regard to its conversion to a flying field. It is estimated that at least two thousand dollars would be required to make any showing. No geological survey maps were obtainable of this sector.

2. orcester to ortland, aine.

This course is over average country, there being a few scattering fields which could be gotten into. It is on the whole better than the country thru Connecticut and Massachusetts. ortland at present has no regular landing field, most of the ships landing at Old Orchard Beach which is suitable except at high tide. Tide tables should be consulted before leaving for there. ortland is reached by trolley. Mr. Jones has been operating a civilian ship there for the past two years.

As an airdrom site a very good field was found at orrill's Corner (Deering Junction) and could be made suitable for the operation of a large number of ships. This field when cleared would give fully seventy five acres of rolling surface with four way take off and landing. At present it is in cultivation and the drain furrows occur at every fifteen feet and landings must be made parallel to them. This field has three owners and there are no fences in between. A trolley runs along the north side as well as a paved street. The railroad runs along very close to both sides as it branches at the Junction.

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A letter from the Central Maine Development Company to the Portland Chamber of Commerce is appended to this report together with Lieut. Kennedy's opinion. This letter was received after Portland had been passed and this site not investigated by me. It is the property known as the Cummings Farm and lies on Westbrook Street in Stroudwater. It is not at present in good condition but would need quite a bit of work. Five hundred dollars would do a lot toward putting it in shape suitable for airdrome purposes.

At Martin's Point opposite Baxters Island is a very good field in good condition which can now be used for emergency. This property belongs to the Isaac Whitney estate and is in the hands of C. C. Whitney of Kendall and Whitney, Portland, Me. It is intended to subdivide and in this case it will no longer be available. As long as this field is in its present condition it is the best field near the city, the Yarmouth trolley line and the state highway offering transportation facilities to the city. The field opens out over the bay and giv gives a run of over six hundred yards in the direction of the prevailing wind. The approach is over the northwest corner over rather high power line poles. Adjoining this field to the North is the field belonging to the Portland Country Club which is in bad condition now as to surface and scattered trees but which if thrown in with the other field would make an excellent airdrome. There are approximately forty eight acres in the Whitney tract. These fields are shown on the Portland map accompanying this report.

3. Portland to Bangor.

This is a very good course, there being plenty of cultivated fields along the route. As their availability depends on time of year and crop none are listed as each pilot will have to pick his field when the need arises. There is a good looking filed at Brunswick. It is marked with a circle and lies west of the city. The airline to Bangor leads over some bad country and it is recommended that the course be flown via Augusta where there are good fields.

The country around Bangor is very good, the fields being in grass sod and having enough slope for good drainage. The emergency field and the one nearly always used is located at the City Farm near the Fair Grounds. It is a one way field, approach over the City Farm buildings and landing up the hill.

The best site and the one which is recommended is the Westland Farm tract of the Graham Ivers Real Estate Company. There are eighty acres in this piece giving a run of thirty four hundred feet in one direction and a width of one thousand feet. With removal of some trees the field could be greatly extended. Standard gauge street car service will be had in the course of the next two months and it is bounded by good gravel roads. There are also plenty of open adjacent fields. Mr. Ivers has consented to allow this field to be marked and listed as a field as he will not subdivide for some years to come. The field was a little soft after about five days of rain but the sod made it good enough for flying from. There is one ditch but which is easily seen.

4. Bangor to Calais, Me.

This is a bad looking route being forest and water only. Seems that a sea plane would be more practicable as water is within gliding distance all the time. The route flown was skirting the railroad the air line appearing to be over solid woods.

At Calais there are no airdrome sites. Civilian flyers advised that a D.H. could not be landed there but a landing was made in the half mile track.

5. Calais to Ft. Fairfield, Me.

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The country from Calais up the St. Croix River is all woods and water as far as Houlton where it opens up in farm land and fields are plentiful. This holds true on up to Ft. Fairfield. At Ft. Fairfield there is a large field one mile northwest of the city. This field is excellent and could be expended by the removal of two fences. It has a decided slope to the river and the normal take off and landing is up and down the hill. This field is the property of Hopkins Brothers of this city and I understand it will be in existance for the next year. Capt. Robert Brennen of the National Guard will give all information necessary and arrange for the use of the field by army planes.

There are good fields on the plateau on the other side of the river but as there are no rail transportation facilities it was not thought advisable to locate there. The field described above has a spur at the foot of the hill and the highway runs along parallel to the tracks.

6. The air line from Ft. Fairfield to Ft. Kent is over about fifteen or twenty miles of farming country but from there on it is solid forest and lakes. The field used at Fort Kent is 2300 feet long with available width of 400. Primarily there is a fence across the south end but this will be removed if notice is given. Landing over this fence would make the field a little short and due to the high trees at the north end would make the take off bad.

The best available airdrome site was found about two miles south of town near Ft. Kent Mills. It lies back of a large mountain and its axis is east and west. There is a small creek along the south edge and woods on the east end but the south end opens over the valley of the Fish River. It is now in potatoes grain and sod (pasture) and fences would have to be removed, as well as some piles of loose stones. It lies across the Fish River from the railroad but a siding is at Ft. Kent Mills. The highway to Caribou runs along the west end.

The return trip to Ft. Fairfield was made via the St. Johns River and the country is very good. For fifteen miles east of the boundary the country is in cultivation. The best route to Ft. Kent is via Ft. Fairfield, and Van Buren.

The gasoline obtainable is rather poor and if possible arrangements should be made with the Standard Oil Company in Portland to have their high test shipped to the necessary points.

The best route thru Maine is Portland, Bangor, Ft. Fairfield to Fort Kent.

Charles M. Howard
1st Lieut. A.C.

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Plattsburg to Newport, Vt. Cont'd.

The country around Newport is very mountainous and rough . Recommend that no fields be established in this vicinity.

8. Newport Vt. to Rutland, Vt.

Emergency fields can be found at the following places; one mile west of Irasburg, one mile west of Barton along the Winooski River,two miles west of Montpelier, two miles north of Roxbury.

One mile south of Rutland there is a rectangular field between the State road and the B.&R. R.R. W ith fences and trees taken out this field would probably accomodate a squadron. All the field is tilled. Questionnaire number eighteen and block eighteen on map ten describes this field.

Six miles south of Rutland there is a field between Otter Creek and the B. &. R. R.R., that probably would accomodate a squadron. There are few trees and fences on field and field is apt to be flooded in wet weather. Questionnaire nineteen and block nineteen on map ten describes field.

There are no other fields in the vicinity of Rutland that could be used for a squadron. Recommend that no fields be established in the vicinity of Rutland, for country is very mountainous and rough.

9. All fields reported are tilled except the Curtis Field at Buffalo and Cleveland Field at Newport, Vermont. This means that some sections of the fields have crops growing all year. All fields are cut up into small farms and seperated by fences and hedges. All fields reported on are the fields, in that section, that could be made into flying fields with the minimum preparation.

S. M. Connell,
1st Lieut., A.S.

Air C.-686 1st Ind.
HQ. SECOND CORPS AREA, Governors Island, N. Y., September 16, 1922.
TO: Chief of Air Service, Washington, D. C.

1. Contents noted and made of record.

For the Corps Area Commander:

F. W. LEWIS,
Adjutant.

Incl: No change

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Ogdenburg to Plattsburg Cont'd.

to Plattsburg is very rough and there are no landing fields. The best route is air line to Malone the ce around north of the mountains to Plattsburg. There is one poor field one half mile south east of Owls Head on the air line.

There is a field 2 and one half miles north of Plattsburg. This field has a gentle slope to the south west, but it would accomodate a squadron. All the field is tilled and there are few trees, fences and houses. Questionnaire number ten and block number ten on map number seven describes this field.

One mile north of Plattsburg there is a flat, along the R.R., this flat would make a good field for two squadrons. The ground is very smooth and there are very few trees, fences and houses but all the field is tilled. Questionnaire number eleven and block number eleven on map number seven describes this field.

One mile east of Ingraham, which is eight miles north of Plattsburg, there is a flat which would accomodate a squadron, this field is low but very flat and would make a good flying field in dry weather. There are few trees, fences and houses on the field, and all the field is tilled. Questionnaire number twelve and block number twelve on map number eight describes this field.

One mile northeast of East Beekmantown, which is five miles north of Plattsburg, there is a good field which would easily accomodate two squadrons. The field slopes gently to the south east but is smooth. There are few trees, fences and houses, and all field is tilled. Questionnaire number thirteen and block number thirteen on map number eight describes this field.

High test gasoline and oil are supplied by the Champlain Oil Company, at Plattsburg, N.Y.

7. Plattsburg to Newport, Vt.

There are emergency fields at the following places; around Grand Isle, one mile south west of Cleveland, two miles south west of St. Albans. From St. Albans to Newport the country is very mountainous and rough.

There is a small field one mile north of Coventry and eight miles south west of Newport, this field is good very small and on the side of a hill. High test gasoline is available here. Questionnaire number fourteen and block number fourteen on map nine describes this field.

Four miles north east of Newport there is a flat, known as the Merrill Farm. This field is rolling, it has few trees and fences but would accomodate a squadron. Questionnaire number fifteen and block number fifteen on map nine describes this field.

Seven miles east by north east of Newport there is a field between Derby Lake and Derby Center. This field would accomodate a squadron provided the road through it was closed. All the field is tilled and there are few trees, fences and houses. Questionnaire sexteen and block sixteen on map nine describes this field.

Five miles south of Newport there is a large plateau which would probably accomodate two squadrons. The field is rolling and has few trees, fences and houses, but it is by far the best field in the vicinity. Questionnaire seventeen and block seventeen on map nine describes this field.

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Buffalo to Syracuse Cont'd.

There is a field just across the D.L. and W. R.R. track from the State Fair grounds. This would make an ideal municipal field, but it is too small for a Squadron. This field is described on questionnaire number four, and block number four and map number two. High test gasoline and oil is furnished by the Crown Oil Co., Syracuse, N.Y.

4. Syracuse to Watertown.

There are emergency fields at the following places; one half mile north of W. Monroe, one mile north of Lacona along R.R. track, one mile south east of Adams Center.

Thirteen and one half miles south west and one mile south of Adams is a big flat between two state highways, one and one quarter mile east of the B. W. and O. R.R. There are few trees and houses on this field however all the field is tilled. This field would easily accomodate two Squadrons. This field described on questionnaire number five and block number five on map number number three.

Seven miles west of Watertown and one mile south of Dexter is a large flat which would accomodate a group. There are very few trees and houses on this field, but it is all tilled. It is the best place in the vicinity of Watertown for a flying field. Questionnaire number six and block number six on map number three describes this field.

One and one half miles north of Watertown there is a big flat which would accomodate a Squadron. There are a few trees, fences and houses on this field and all land tilled. State roads on east and west sides, and R.R. on south side. Questionnaire number seven and block number seven on map number 4 describes this field.

There are many emergency fields in all the country west of Watertown, but east the country is generally hilly and rough. 62 sp. grav. gasoline supplied by N.O.F. Co., Watertown, N.Y.

5. Watertown to Ogdenburg.

There are good fields along air route to Theresa, thence along N.Y.C. R.R. to Hammonds, thence air line to Ogdenburg.

Two miles south west of Ogdenburg is a big flat which would accomodate a group/ There are a few trees, fences and houses, but the field is very good. Questionnaire number eight and block number eight on map number five describes this field.

There is a good field four miles north east of Ogdenburg. This field is between two state highways , one mile north of the Rutland R.R. and would accomodate two squadrons. There are few trees, fences and houses on the field but there are no obstacles near the field and the surrounding country is very good for flying. Questionnaire number nine and block number nine on map number six describes this field.

The country in the vicinity of Ogdenburg has many large flat fieldshowever all are tilled.

6. Ogdenburg to Plattsburg.

There is an emergency field one mile east of Norwood and one mile south of Lawrenceville. The country along the airline from Dickison Center

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Mitchel Field,
Long Island, New York.

September 6, 1922

Subject: Report of cross country flight made by 1st Lieut. S. M. Connell, A.S.

To: Commanding Officer, Mitchel Field, L.I.,N.Y.

1. Mitchel Field to Binghamton.

There are small emergency fields one and one half miles south of Saffern, N.Y., fields are at the foot of the mountains. There are two emergency fields one mile west of Glenwood, N.Y., some are low lands along river.

There is a field, which would take a squadron provided the fences and trees were removed, three miles south east of Binghamton between the D.L. and W. R.R. and the Susquehanna River. The approach to this field is good. There is an emergency field one mile north of Binghamton.

2. Binghamton to Buffalo.

There is a good field one half by one quarters mile one mile west of Union.

There are emergency fields at the following places; one half mile south of Weltonville, one and one half miles west of Watkins, between Keuka Lake and Little Lake four miles north east of Hammondsport, one mile south east of Wayland, P.O. between Erie R.R. and D. L. and W. R.R.

There are good fields along the route from Silver Springs to Buffalo.

There is a field seven miles north of the center of Buffalo and four miles south east of Tonawanda, it is known as the Curtis Field and is operated by E. M. Bonne. There is a 3000 foot runway which good all year. This field would take a squadron, in case of an emergency. High test gas and oil are available in quantity at this field. This field is described on questionnaire number one and block number one on map number one.

There is a triangular field eight miles north east of the center of Buffalo made by the Junction of the L.V. R.R., Tonawanda Branch, and the West Shore R.R., which would be ideal for a group. There are a few scattered trees and houses on this field, but it can be cleared more easily than any other field in the vicinity. All the field is tilled. This field is described on questionnaire number two and block number two on map number one.

3. Buffalo to Syracuse.

There are many good fields within a radius of sixty miles of Buffalo enroute to Syracuse. Emergency fields will be found at the following places; around Victor, one mile north of Manchester, aroundPhelps, three miles south of Savanah.

One mile north of East Syracuse there is a field one mile square. This field would take a group. There are trees, houses and fences and crops on this field, but there as few here as on any other field in the vicinity. The surrounding field is flat and good for flying. This field is described on questionnaire number three, and block number three on map number two.

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WPD 870-4

WAR DEPARTMENT.
WAR DEPARTMENT GENERAL STAFF
WAR PLANS DIVISION.
WASHINGTON.

W. P. D., G. S.
Date 1/4/22
Initial

January 4, 1922.

MEMORANDUM FOR THE CHIEF OF AIR SERVICE:

Subject: Special Plan - Blue.

1. I enclose herewith a memorandum of December 26, 1921, (A.S. 381), containing your comments and suggestions relative to the above-mentioned plan.

2. With reference to the general statements contained in paragraph 1 of your memorandum, you are advised that the importance of combat aviation in a situation such as contemplated in Special Plan - Blue is recognized and it is believed that adequate provision for the employment of such aviation as will be available has been provided for in the plan as will be pointed out later. In a brief estimate of the situation, such as presented in Section II of the plan, it was obviously impossible to discuss the employment of special weapons and arms by the probable enemy forces or by ourselves. It was necessary to deal with such forces in a large way in general terms of numbers which should be understood as including organized troops with proper proportions of all arms. All of these matters will be discussed in detail in the general estimate of the situation, which will form a part of Appendix 2, now being prepared as indicated in paragraph 1, Section II, Special Plan - Blue. You will undoubtedly be consulted in the development of this Appendix in so far as the Air Service is concerned.

3. With reference to your comment under paragraph 2, above-mentioned memorandum, to the effect that mention of the Air Service is omitted, your attention is invited to the fact that in paragraph 4, Section II, as well as in the plan for initial deployment, Section III, all of the Air Service available or to be organized under the present approved plans of the War Department are to be utilized. On D day all of the Air Service available outside of the divisional observation units is included in the General Reserve. On D plus 90 days, or as soon thereafter as practicable, the mass of combat aviation will be found in the General Reserve. As indicated in paragraph 10, Section III, and in paragraph 1, Section IV, the employment of these forces is a function of G.H.Q. in which adequate provision is being made for an Air Service Section. Pending the

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organization of the G.H.Q., these functions will be discharged by the War Plans Division in consultation with the Chief of Air Service.

4. With reference to your views as to the employment of the Air Force, as indicated in paragraphs 3, 4, and 5, you are advised that this Division concurs in general with your views as expressed therein except that it is not prepared at this time to accept the principle that the Air Service as it now exists is the first line of defense in the coastal areas. One of the primary purposes of the Special Plan - Blue was to insure the preparation of an adequate plan for an Air defense.

The mission or purpose of the Special Plan - Blue is clearly stated in Section I of the plan and in the letter of transmittal, (WPD 870-1, November 10, 1932). The mobilization of the forces called for in this plan must be undertaken as provided for in "Mobilization Plans" as indicated in paragraph 4, Section I. Therefore the plans for employment of troops must be predicated in the end upon the troops that will be available under the rates established by the mobilization plans. The supply rate, with special reference to aviation equipment, from the best information available, will be such as to limit our Air Service during the initial period of operations to practically what we have on mobilization.

5. In connection with the foregoing, you are advised that pending the organization of G.H.Q., this Division has undertaken the formulation of plans for the employment of the troops pertaining to the General Reserve on D day and D plus 30 days, as provided in Special Plan - Blue. Therefore, it is requested that you call it at an early date an estimate of the situation with special reference to the Air Service and including a plan for the organization and employment of the Air Service included in the General Reserve on D day and D plus 30 days, subject to the limitation imposed by the Mobilization Plans, as indicated in paragraph 4 above.

B. Wells

B. Wells,
Brigadier General, General Staff,
Assistant Chief of Staff, WPD.

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RTMENT
F AIR SERVICE
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TO BE RETURNED

PRINTED MATTER

WAR PLAN TAN

Tan

Red

Orange

Yellow

Green

Blue

Violet

Indigo

Brown

Black

White

Maroon

Crimson

Scarlet

Vermilion

Amber

Saffron

Lemon

Ochre

Peach

Apricot

Salmon

Rose

Pink

Fawn

Buff

Beige

Cream

Ivory

Coffee

Chocolate

Russet

Tawny

Sienna

Umber

Sepia

Copper

Bronze

Gold

Silver

Platinum

Steel

Iron

Lead

Pewter

Slate

Ash

Grey

Gray

Charcoal

Ebony

Jet

Onyx

Obsidian

Ruby

Garnet

Cherry

Strawberry

Tomato

Watermelon

Cantaloupe

Honeydew

Lime

Pear

Apple

Grape

Plum

Prune

Raisin

Blueberry

Blackberry

Raspberry

Gooseberry

Currant

Kiwi

Banana

Pineapple

Mango

Papaya

Coconut

Pomegranate

Fig

Date

Olive

Pickle

Relish

Ketchup

Mustard

Vinegar

Oil

Water

Milk

Cream

Butter

Cheese

Yogurt

Egg

Meat

Beef

Pork

Lamb

Veal

Chicken

Turkey

Duck

Goose

Fish

Salmon

Tuna

Trout

Bass

Pike

Perch

Carp

Catfish

Eel

Shark

Whale

Dolphin

Porpoise

Seal

Walrus

Bear

Deer

Elk

Moose

Caribou

Reindeer

Antelope

Buffalo

Bison

Cow

Bull

Ox

Steer

Heifer

Calf

Sheep

Ram

Ewe

Lamb

Goat

Kid

Pig

Hog

Boar

Sow

Piglet

Horse

Stallion

Mare

Foal

Colt

Filly

Donkey

Mule

Camel

Llama

Alpaca

Vicuna

Guanaco

Dog

Cat

Rabbit

Hare

Mouse

Rat

Squirrel

Chipmunk

Beaver

Otter

Weasel

Ferret

Mink

Skunk

Raccoon

Opossum

Armadillo

Anteater

Sloth

Monkey

Ape

Gorilla

Chimpanzee

Orangutan

Gibbon

Baboon

Lemur

Tarsier

Aye-aye

Loris

Galago

Potto

Slow Loris

Tree Shrew

Elephant

Rhinoceros

Hippopotamus

Tapir

Giraffe

Okapi

Zebra

Kangaroo

Wallaby

Koala

Wombat

Platypus

Echidna

Bilby

Bandicoot

Numbat

Quoll

Tasmanian Devil

Thylacine

Dingo

Fox

Wolf

Coyote

Jackal

Hyena

Aardwolf

Civet

Genet

Mongoose

Meerkat

Lion

Tiger

Leopard

Jaguar

Cheetah

Lynx

Bobcat

Cougar

Puma

Panther

Ocelot

Serval

Caracal

Margay

Jaguarundi

Fishing Cat

Sand Cat

Pallas's Cat

Manul

Snow Leopard

Clouded Leopard

Marbled Cat

Asian Golden Cat

African Golden Cat

Bay Cat

Rusty-spotted Cat

Black-footed Cat

Flat-headed Cat

Leopard Cat

Iriomote Cat

Tsushima Leopard Cat

Iberian Lynx

Canada Lynx

Eurasian Lynx

Caracal

Serval

Sand Cat

Pallas's Cat

Manul

Snow Leopard

Clouded Leopard

Marbled Cat

Asian Golden Cat

African Golden Cat

Bay Cat

Rusty-spotted Cat

Black-footed Cat

Flat-headed Cat

Leopard Cat

Iriomote Cat

Tsushima Leopard Cat

Iberian Lynx

Canada Lynx

Eurasian Lynx

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OW/ea

September 7, 1933.

MEMORANDUM FOR ASSISTANT CHIEF OF STAFF, W.P.D.:

The following are the recommendations of this office for the Commanding General and Staff of the G.H.Q. Air Force for the Tan Plan:

Commanding General	- Brig. Gen. O. Westover, Air Corps
Aide	- Capt. George C. McDonald, Air Corps
Chief of Staff	- Lt. Col. J. W. Chaney, Air Corps
G-1	- Maj. A. N. Krogstad, Air Corps
G-2	- Maj. C. L. Tinker, Air Corps
G-3	- Maj. W. H. Frank, Air Corps
Assistant G-3	- Maj. C. Spatz, Air Corps
G-4	- Lt. Col. J. H. Rudolph, Air Corps
Adjutant	- Maj. Wm. W. Dick, A.C.D.
Inspector	- Maj. W. O. Ryan, Air Corps
Technical Inspector	- Capt. Benj. F. Giles, Air Corps
Surgeon	- Maj. Eugen G. Reinartz, M. C.
Finance Officer	- Lt. Col. J. E. Fickel, Air Corps, or Maj. E. J. O'Hara, F.D.
Ordnance Officer	- Maj. H. H. Kutz, Ord.
Signal Officer (Communications)	- Maj. S. B. Akin, Sig.C.
(Meteorological)	- Capt. A.H. Thiessen, Sig. C.
Airdrome Officers	- Capt. J.K. Cannon, Air Corps Capt. A. C. Strickland, Air Corps

For the Chief of the Air Corps:

O. Westover,
Brigadier General, Air Corps,
Assistant Chief of the Air Corps.

To General Files
Date
EXEC.
PLANS
T. & O.
MAT.
PER.
FIN.
INF.
INSP.
PAT.
B. & G.
MED.

3—10130

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WAR DEPARTMENT
Office of the Chief of the Air Corps
Washington

Date.....

To:
- Executive
- Personnel
- Training and Operations
- Plans
- Information
- Medical
- Finance
- Materiel Liaison
- Inspection
- Buildings and Grounds
- Chief Clerk

For:
- Decision
- Coordination
- Signature
- Necessary action
- Immediate action (Liaison)
- Remark
- Recommendation
- Your information
- Notation and return
- Notation and file
- Availability of funds
- Recommend reference to Personnel Board
- Recommend approval – disapproval

OLIVER K. ROBBINS
1st Lieutenant Air Corps,
Chief, Reserve Section,
Personnel Division.
Room 2616 Branch 1884

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WAR DEPARTMENT
Office of the Chief of the Air Corps
Washington

Memorandum for

Col. McSweeney - Parker
Maj. Brereton - Scott
Capt. Brooks - Sherman
Maj. Herms - Randolph
" Rivers - Kelly
Capt. Chennault - Wright
" Lee - Mitchell
" Kilsoffie, Jr. Mat-Div
" Flickinger - F.A.D.

ISAIAH DAVIES
Captain, Air Corps,
Executive,
Personnel Division.

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WAR DEPARTMENT
Office of the Chief of the Air Corps
Washington

Memorandum for

Maj Keesling
" Lehman
Capt Dunn
Maj Wilson
Maj Morton – Crockett
" Young – "
" Wash – Nuttall
– Fairchild
– Nutter
– Bond
Capt Stanley "
– Hansell
" Lovett – Rawlins

ISAIAH DAVIES
Captain, Air Corps,
Executive,
Personnel Division.

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6	Chief of Infantry
7	Chief of Cavalry
8	Chief of Field Artillery
9	Chief of Coast Artillery
10	Chief of the Air Corps
11	Chief of the Air Corps
12	Chief of Engineers
13	Chief of Chemical Warfare Service
14	Chief Signal Officer
15	Chief of Finance
16	Chief of Ordnance
17	The Adjutant General
18	The Judge Advocate General
19	The Quartermaster General
20	The Surgeon General
21	Commanding General, First Corps Area
22	Commanding General, Second Corps Area
23	Commanding General, Third Corps Area
24	Commanding General, Fourth Corps Area
25	Commanding General, Fifth Corps Area
26	Commanding General, Sixth Corps Area
27	Commanding General, Seventh Corps Area
28	Commanding General, Eighth Corps Area
29	Commanding General, Ninth Corps Area
30	Assistant Secretary of War
31	Assistant Chief of Staff, G-3, W.D.G.S.
32	Assistant Chief of Staff, G-4, W.D.G.S.
33	Assistant Chief of Staff, WPD, W.D.G.S.
34	The Adjutant General, Misc. Div.
35	The Adjutant General, Officers' Div.
36	The Adjutant General, Enlisted Div.
37	Commanding General, New York Port of Embarkation
38	Assistant Chief of Staff, WPD, W.D.G.S. For: C.G., Key West Port of Embarkation
39	Assistant Chief of Staff, WPD, W.D.G.S. For: Galveston Port of Embarkation
40	Assistant Chief of Staff, WPD, W.D.G.S. For: Base Commander
41 - 46 inclusive	Assistant Chief of Staff, WPD, W.D.G.S. For: G.H.Q.

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M. A. G.

AGW

AG 381 (9-19-33)
(Misc.) D

September 20, 1933.

SUBJECT: Requirements (Ten Plan).

TO: The Quartermaster General; the Chief of Ordnance; the Chief of Engineers; The Surgeon General; the Chief Signal Officer, the Chief of Chemical Warfare Service; the Chief of the Air Corps; the Chief of Finance and The Adjutant General.

1. In order that information may be centrally available as to progress being made upon completion of the Ten Plan, revised September 11, 1933, copy of which has been furnished you, it is requested that an informal progress report be made by you direct to the Assistant Chief of Staff, G-4, upon Thursday, September 21, and thereafter weekly showing:

a. Those requirements of the Plan in its application to your Service which you deem impossible of accomplishment within prescribed time limits with funds now available.

b. The extent to which an application of available funds to this project would remedy the situation existing on D-Day, and any recommendations you may desire to make as to changes in the application of funds now available to you in order to better prepare for the execution of this plan.

c. The time necessary to remedy the deficiency after ample funds are made available.

d. Whether a partial relaxation of the secrecy requirements of the plan would facilitate preparations, and if so, how?

2. Only important problems will be reported upon. Particular attention is requested to be given problems of water transportation, new style cotton clothing, motor transportation, animals, ammunition, and maps.

By order of the Secretary of War:

M. F. Pearson,
Adjutant General.

Reported to G-4 - Sept. 21, 1933 - (Notes)
G-4 (Col Jones) Sept 22, 1933
see first attached report

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ADDRESS REPLY TO
CHIEF OF THE AIR CORPS
WAR DEPARTMENT
WASHINGTON, D. C

WAR DEPARTMENT

OFFICE OF THE CHIEF OF THE AIR CORPS

WASHINGTON

September 22, 1933.

SUBJECT: Requirements (Tan Plan).

TO: The Adjutant General.

1. In answer to letter of September 20th requesting progress report to the Assistant Chief of Staff, G-4, on the progress being made upon the completion of the TAN Plan by the Air Corps, the following is submitted in answer to the specific questions asked:

a. Those requirements of the Plan in its application to your Service which you deem impossible of accomplishment within prescribed time limits with funds now available.

So far as can be determined now, there is no part of the TAN Plan, as applied to the Air Corps mobilization, which is impossible of accomplishment within the prescribed time limits with funds now available. There are in the Air Corps 5 — 5 lens cameras. It is highly desirable to use this type camera in the project for making a map of the Island of Cuba thru the medium of aerial photographs. There is no tactical plane in the Air Corps now equipped to carry this camera. It has been used, to date, in a special photographic plane made by the Fairchild Company which has no machine gun protection. It would be highly desirable to spend a certain amount of money to make alterations in _____ number of planes so that these five lens cameras could be used advantageously in the mapping project for the Island of Cuba. Funds for this purpose are not now available in the Air Corps. It is estimated that $_____ would be necessary for this purpose.

b. The extent to which an application of available funds to this project would remedy the situation existing on M-Day, and any recommendations you may desire to make as to changes in the application of funds now available to you in order to better prepare for the execution of this plan.

It is not found that any change in the application of funds now available to the Chief of the Air Corps would place this office in any better position to prepare for the execution of this plan.

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c. The time necessary to remedy the deficiency after ample funds are made available.

It is estimated that it would take about a month to six weeks to alter an airplane so that it would be capable of carrying the five lens camera.

d. Whether a partial relaxation of the secrecy requirements of the plan would facilitate preparations, and if so, how?

A partial relaxation of the secrecy requirements of the TAN Plan would assist materially in the preparations of this plan.

(1) Arrangements for the supplying of gasoline and oil at airdromes enroute to Cuba from the home stations of present tactical units must be made. (2) Also, an actual physical survey of the facilities for accommodating an Air Force at Miami, Florida, should be made. If it were possible to send an officer over the routes to be flown by the various tactical units and to send an officer to Miami, Florida, to actually make a survey of the situation, it would assist materially in making more intelligent and practical plans for the mobilization of units.

(3) Also, the preparations for mobilization of the tactical units of the Air Force are now being supervised by Corps Area Commanders. Neither the Corps Area Commanders nor the units are familiar with the details of the plan for the

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mobilization of the Air Force that is being worked up in the Office, Chief of the Air Corps. Tactical unit commanders are not cognizant of many important details which vitally effect their preparations which details are being put into the air plan being worked up in the office and which are not available at the present moment to the Corps Areas to transmit to them.

(4) The preparation of this plan so far as a more perfect coordination between the planning staff and the tactical units would be effected if it were possible for this office which is working up the details of the Air Force mobilization plan to deal direct with the tactical units which will be released from Corps Area control immediately upon M-Day anyhow. Progress in the preparation of the plan is materially hampered by the necessity of going thru Corps Area Headquarters, which headquarters are not familiar with what is going to be required.

2. With respect to the progress made on the plan, the following is submitted:

a. The designation of the troops and the necessary arrangements for bringing the units to full peace strength are completed.

b. The Personnel Chart which is an exhibit to the Air Corps Annex was finished some days ago. It is now undergoing revision because of minor subsequent changes.

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c. Movement Tables by rail and air can be finished within a period of an hour. All the necessary data are available. They are not being completed, however, until final decisions are accomplished.

d. Gasoline and oil requirements for the concentration of the Air Force have been accomplished.

e. Air Corps ammunition allowances have been determined.

f. Motor vehicle requirements for the Air Force have been determined.

g. Signal Corps equipment for the Air Corps has been determined.

h. Photographic equipment necessary for the preparation of a Map of Cuba is now being worked out with the Corps of Engineers.

i. Table of Organization for the G.H.Q. Air Force Headquarters and Headquarters Squadron has been prepared and is ready to submit to the War Department for approval.

k. Table of Organization for an Air Depot at Miami, Florida and at Havana, Cuba, will be ready to submit for approval on Friday, the 22d. A plan for the organization of the airport of departure (corresponding to a seaport of embarkation) is being prepared and it is anticipated will be ready by Friday, the 22d.

SECRET

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Mitchel Field — all but units gone ++
Selfridge Field — small det left.
Langley Field — all except 2/c Flt & 16th Pursuit Wing Hq, 8th Communication Sect, [redacted] ++
Selfridge Field — 4 to planes & pilots etc. left
Scott Field — all planes, Officers & men from 1st & 2d units
Mather — Less 1/3 of the planes
Barksdale — all but units gone. ++
Crockett — " " " " ++
Brooks — " " " " ++
Kelly — 1/3 of the planes gone
Mather — 1/3 of units also gone.

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SAFETY FILM KODAK

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WAR DEPARTMENT

THE ADJUTANT GENERAL'S OFFICE

WASHINGTON

SECRET SEP 20 1933

IN REPLY REFER TO AG 381 (9-18-33) (Misc.) D

September 20, 1933.

SUBJECT: Requirements (Tan Plan).

TO: The Quartermaster General; the Chief of Ordnance; the Chief of Engineers; The Surgeon General; the Chief Signal Officer, the Chief of Chemical Warfare Service; the Chief of the Air Corps; the Chief of Finance and The Adjutant General.

1. In order that information may be centrally available as to progress being made upon completion of the Tan Plan, revised September 11, 1933, copy of which has been furnished you, it is requested that an informal progress report be made by you direct to the Assistant Chief of Staff, G-4, upon Thursday, September 21, and thereafter weekly showing:

a. Those requirements of the Plan in its application to your Service which you deem impossible of accomplishment within prescribed time limits with funds now available.

b. The extent to which an application of available funds to this project would remedy the situation existing on M-Day, and any recommendations you may desire to make as to changes in the application of funds now available to you in order to better prepare for the execution of this plan.

c. The time necessary to remedy the deficiency after ample funds are made available.

d. Whether a partial relaxation of the secrecy requirements of the plan would facilitate preparations, and if so, how?

2. Only important problems will be reported upon. Particular attention is requested to be given problems of water transportation, new style cotton clothing, motor transportation, animals, ammunition, and maps.

By order of the Secretary of War:

Adjutant General.

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IMMEDIATE ACTION

HEADQUARTERS LANGLEY FIELD
OFFICE OF THE COMMANDING OFFICER
LANGLEY FIELD VIRGINIA.

September 20, 1933.

SUBJECT: Special Requisition for Maps and Charts.

TO : The Chief of the Air Corps, Washington, D.C.

1. To properly equip units of this station for preliminary action with respect to War Plan (Tan), the following maps and charts are required immediately:

a. Rand McNally State Maps (With air trails)
200 ea North Carolina.
200 ea South Carolina.
200 ea Georgia.
200 ea Florida.

b. U. S. Navy Aviation Charts.
200 ea No. V-235 Norfolk, Va - Moorehead City, N.C.
200 ea No. V-236 Moorehead City, N.C. - Charleston, S.C.
200 ea No. V-237 Charleston, S.C. - Fernandina, Florida.
200 ea No. V-238 Fernandina, Fla. - Miami, Florida.
200 ea No. V-239 Miami, Fla. - Isla de Pinos.

c. 10 ea Naval Air Pilot - CUBA (Provisional H.O. Pub. No. 194, Emergency Reproduction, September, 1933)

d. 10 ea U. S. Navy Chart, Halifax to Haiti, No. 1411, November 1926, Hydrographic Office.

e. 10 ea U. S. Navy Aviation Chart No. V-2145, March 1904, Hydrographic Office.

f. U. S. Navy Aviation Charts:
10 ea No. V-249 Habana, Cuba - Isla Cozumel.
10 ea No. V-250 Isla Cozumel - Puerto Barrios, Guat.
10 ea No. V-251 Puerto Barrios, Guat.-Cape Gracias a'Dios, Nica.
10 ea No. V-252 Cape Gracias a'Dios, Nica.-Port Limon, Costa Rica.
10 ea No. V-253 Port Limon, Costa Rica-Panama Canal Zone.
10 ea No. V-404 Tela, Honduras-Managua, Nica.
10 ea No. V-1001A Republic of Nicaragua (North Sheet)
10 ea No. V-1001B Republic of Nicaragua (South Sheet)

IMMEDIATE ACTION

AIR CORPS SEP 22 1933

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WAR DEPARTMENT
Office of the Chief of the Air Corps
Washington

Memorandum for

Col Tickel,

Cost of items

a and b

$5-22 00

?

WALTER R. WEAVER
Lieutenant Colonel, Air Corps,
Chief, Information Division.
Room 1058 Branch 1271

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IMMEDIATE ACTION

10 ea No. V-403 Puntarenas, Costa Rica - La Union, Salvador.
10 ea No. V-402 Punta Mala, Panama - Puntarenas, Costa Rica.
10 ea No. V-401 Panama Canal Zone- Punta Mala, Panama.
10 ea No. V-266 Batabano - Manzanillo, Cuba.
10 ea No. V-264 Manzanillo, Cuba - Cape Haitien, Haiti.
10 ea No. V-262 North Coast of Haiti.
10 ea No. V-260 Barbuda - Puerto Rico.
10 ea No. V-259 St. Thomas I. - La Guadeloupe.
10 ea No. V-258 La Guadeloupe - Port of Spain, Trinidad.
10 ea No. V-263 Port au Prince, Haiti - Jamaica.
10 ea No. V-261 Puerto Rico - Port au Prince, Haiti.

A. L. SNEED,
Lieut-Col, Air Corps,
Commanding.

IMMEDIATE ACTION

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In reply refer to:

HEADQUARTERS FORT CROCKETT
OFFICE OF THE COMMANDING OFFICER

Fort Crockett, Texas.
September 18, 1933.

SUBJECT: Publication No 104 and Aviation Chart V-814S.

TO: The Chief of the Air Corps, Washington, D.C.

1. Request the following publications and aviation charts be furnished this station:

25 ea. U.S. Publication Number 104, provisional Naval Air Pilot of Cuba.
25 ea. U.S. Aviation Chart V-814S, Aviation chart of Cuba.

For the Commanding Officer.

AIR CORPS SEP 22 1933

Major, A.C.
Executive.

1st Ind.

War Dept., Office, Chief of the Air Corps, Washington, D. C., September 25, 1933. To: Commanding Officer, Ft. Crockett, Texas.

Final action suspended pending adoption of policy as to distribution.

For the Chief of the Air Corps:

JACOB E. FICKEL,
Lieut. Colonel, Air Corps,
Acting Executive.

- 1 -

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1st Ind. (2[illegible] CEM/mk

War Dept., Office, Chief of the Air Corps, Washington, D. C., September 25, 1933. To: Commanding Officer, Ft. Crockett, Texas.

Final action suspended pending adoption of policy as to distribution.

For the Chief of the Air Corps:

JACOB E. FICKEL,
Lieut. Colonel, Air Corps,
Acting Executive.

To General Files
Date
EXEC.
PLANS
T. & O.
MAT.
PER.
FIN.
INSP.
PAT.
B. & G.
MED.

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In reply refer to: AL-11G

HEADQUARTERS FORT CROCKETT
OFFICE OF THE COMMANDING OFFICER

Fort Crockett, Texas.
September 18, 1933.

SUBJECT: Publication No 194 and Aviation chart V-2145.

TO: The Chief of the Air Corps, Washington, D.C.

1. Request the following publications and aviation charts be furnished this station:

25 ea. H.O. Publication Number 194, provisional Naval Air Pilot of Cuba.
25 ea. H.O. Aviation Chart V-2145, Aviation chart of Cuba.

For the Commanding Officer.

Executive.

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September 5, 1933.

MEMORANDUM FOR General Wilbourne, Assistant Chief of Staff, War Plans Division.

1. I have carefully considered the proposed revision of A.R. 95-5 and 95-10, which cover General provisions for the Air Corps and Air Corps Troops.

2. Since receiving these draftsof the proposed changes, I have received a letter from the War Department which authorizes me to organize a Headquarters, G.H.Q. Air Force in this office, with the Assistant to the Chief of the Air Corps as ex-officio Commanding General, G.H.Q. Air Force. This is more in line with my own views on the subject, but there are still a number of questions that should be cleared up before I can give full consideration to the proposed modifications of Army Regulations.

3. It is noted that in the proposed changes to A.R. 95-10, G.H.Q. Aviation has been eliminated. This is believed to be a mistake as there will undoubtedly be observation units and air reserve units in General Headquarters Aviation which will be separate and a part from the G.H.Q. Air Force, the latter being the striking force which consists of combat aviation elements and the observation necessary to function with those combat units. If there is to be a General Headquarters Aviation separate from the Air Force, then there should be on the Staff of the Commander-in-Chief of the field forces a Chief Air Officer (or Chief of Aviation) whose function with a respect thereto is similar to the functions of the Chief of Army Aviation to Army Aviation.

4. In time of peace, this Chief Air Officer, G.H.Q. would logically be the Chief of the Air Corps, and if so accepted, the chain of command in time of peace will be practicable. All recommendations of the Commanding General, G.H.Q. Air Force would pass through my office as contemplated in paragraph 5 c. of the proposed A.R. 95-5, and would insure that full administrative and technical consideration is given to each tactical and training plan of the Commanding General, G.H.Q. Air Force.

5. The proposed A.R. 95-5 gives the Commanding General, G.H.Q. Air Force no functions in time of peace except as noted in paragraph 5 b. (2) and 5 c. except when exercises are held, in which case he takes over temporarily the responsibilities noted in the remaining parts of Paragraph 5 in connection with the personnal and units made available. In this

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respect his duties in no way differ from my own duties as carried out to date except as for designation of the Commander of the Command and Staff Exercises.

6. In connection with the proposed A.R. 95-5, the following questions arise:

a. Who is responsible for aviation phases of Corps Area Mobilization?

b. Who is responsible for Air Force Training and replacement policies, the Chief of the Air Corps, the Commanding General, G.H.Q. Air Force, or the Corps Area Commander concerned?

c. Who is responsible for aircraft requirements as to type, the Chief of the Air Corps or the Commanding General, G. H. Q. Air Force?

d. Has the Chief of the Air Corps the power of changing recommendations made pursuant to paragraph 5 c., if so, the Chief of the Air Corps should be considered in time of peace as the Chief Air Officer, G. H. Q. Aviation.

7. With reference to the proposed A.R. 95-10, I consider it unwise to eliminate the provisions for G.H.Q. Aviation, and I also believe that paragraph 3 c. of the existing regulations should not be eliminated.

8. Paragraph 1, second indorsement from The Adjutant General, AG 381 (8-10-33)(Misc.)E. September 1, 1933, states that a directive on the Four Army Organization with accompanying documents are now being prepared for distribution. As no tentative directive nor instructions whatever have been furnished this office outlining the part the G.H.Q. Air Force is to take in the Four Army Plan either in peace or in war, it is extremely difficult to comment intelligently on these proposed changes in Army Regulations until the new directive has been received and studied in this office. It is therefore urgently recommended that these proposed Army Regulations be not adopted at present and that they again be referred to this office for comment after the new directive on the Four Army Plan has been received and studied by this office.

B. D. Foulois,
Major General, Air Corps,
Chief of the Air Corps

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WAR DEPARTMENT
The Adjutant General's Office
Washington ACW

AG 320.2 (9-1-33)
(Misc.) E September 2, 1933.

SUBJECT: Organization of Headquarters, G. H. Q., Air Force, under Four Army Plan.

TO: The Chief of the Air Corps.

With reference to directive contained in the new mobilization plan that the Headquarters, G. H. Q., Air Force, would be organized at Langley Field from Hq., 1st Bombardment Group, you are authorized, in view of the decision of the Chief of Staff that the Assistant to the Chief of the Air on duty in your office should be ex-officio Commanding General, G. H. Q., Air Force, to organize that headquarters in Washington City should you deem best.

By order of the Secretary of War:

H. H. D. Wayne,
Adjutant General.

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AR-95-5. Air Corps-General Provisions.

Comments and recommendations:-

5. Considering the recommendations of the Chief of Air Corps - (that he be the C.G., GHQ, AF.) - and the adherence of the War Dept. to the existing jurisdiction of Corps Area Comds, - this seems to be the only practicable solution, except that in 5 c. reference to the "Chief of the Air Corps" should be changed to read "War Department."

According to this set-up - the C.G., - GHQ, AF have no functions in time of peace except as noted in 5 b (3) and 5 c, unless Exercises are held when he takes over temporarily the responsibilities noted in par 5 b (1), 5 b (2) and 5 b (4), in connection with the personnel & units made available.

Re 5 b (3) - Since all units are under Corps Area Comds, in time of peace:

Q.1 - Who is responsible for aviation phases of Corps area mobilization plans?

Q-2- For Air Force training & replacement policies? CG-GHQ AF or Corps Area Comds?

Q-3- Who is responsible for aircraft requirements as to types - etc? C of AC - GHQ AF.

Q-4- How much peace-time staff allowed? Where?

Q-5- Separate Hqrs & office layout & stationery? Clerks? - always the case?

Q-6- Has C of A.C. power of changing recommendations (par 5 c)?

This O.R. if C A C is Chief Air Officer of H Q.

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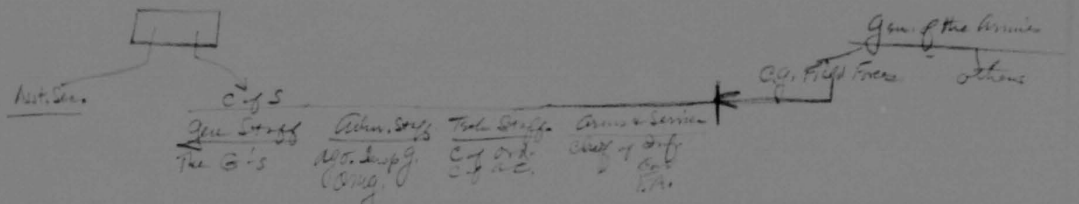

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Air Corps Troops.

Par 2 b. - Why no GHQ Aviation?
Is the CG-GHQ AF also the staff officer for the CG-Troops?

Par. 2 b(2) - 2d Sentence - rewrite so as to give Central Defense Operations Officer

Par. 3 c - Concentrating troops for observers to be detailed from the Units to the Air Corps for training as observers.
Means re-establishment of an Observer's school.
(Executive Order might cover this.)

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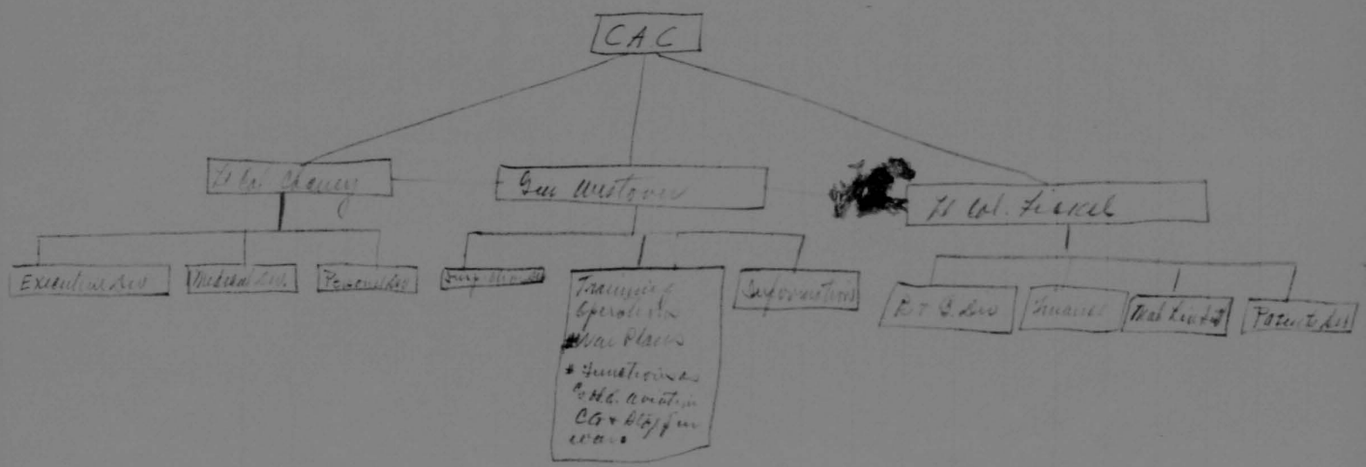

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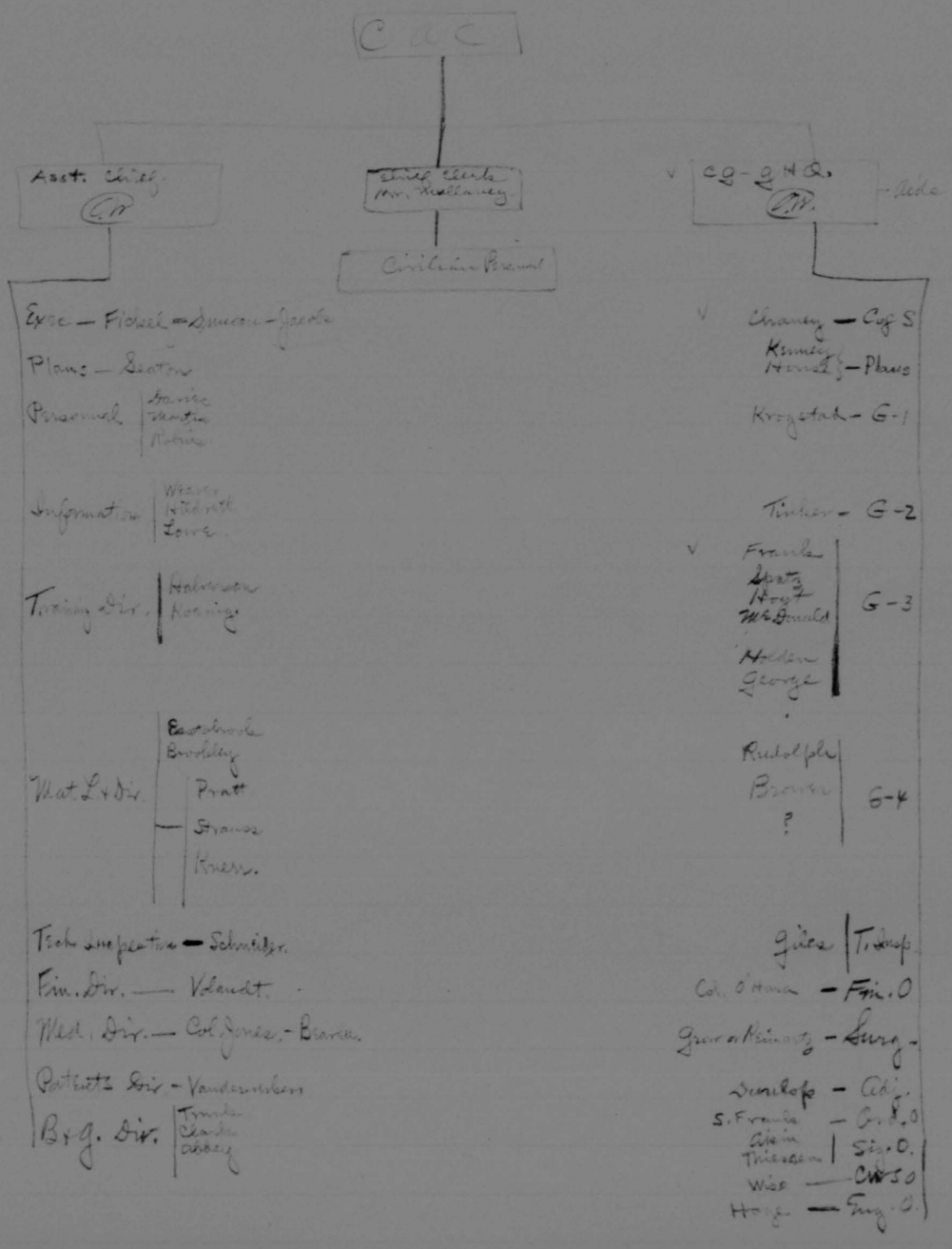

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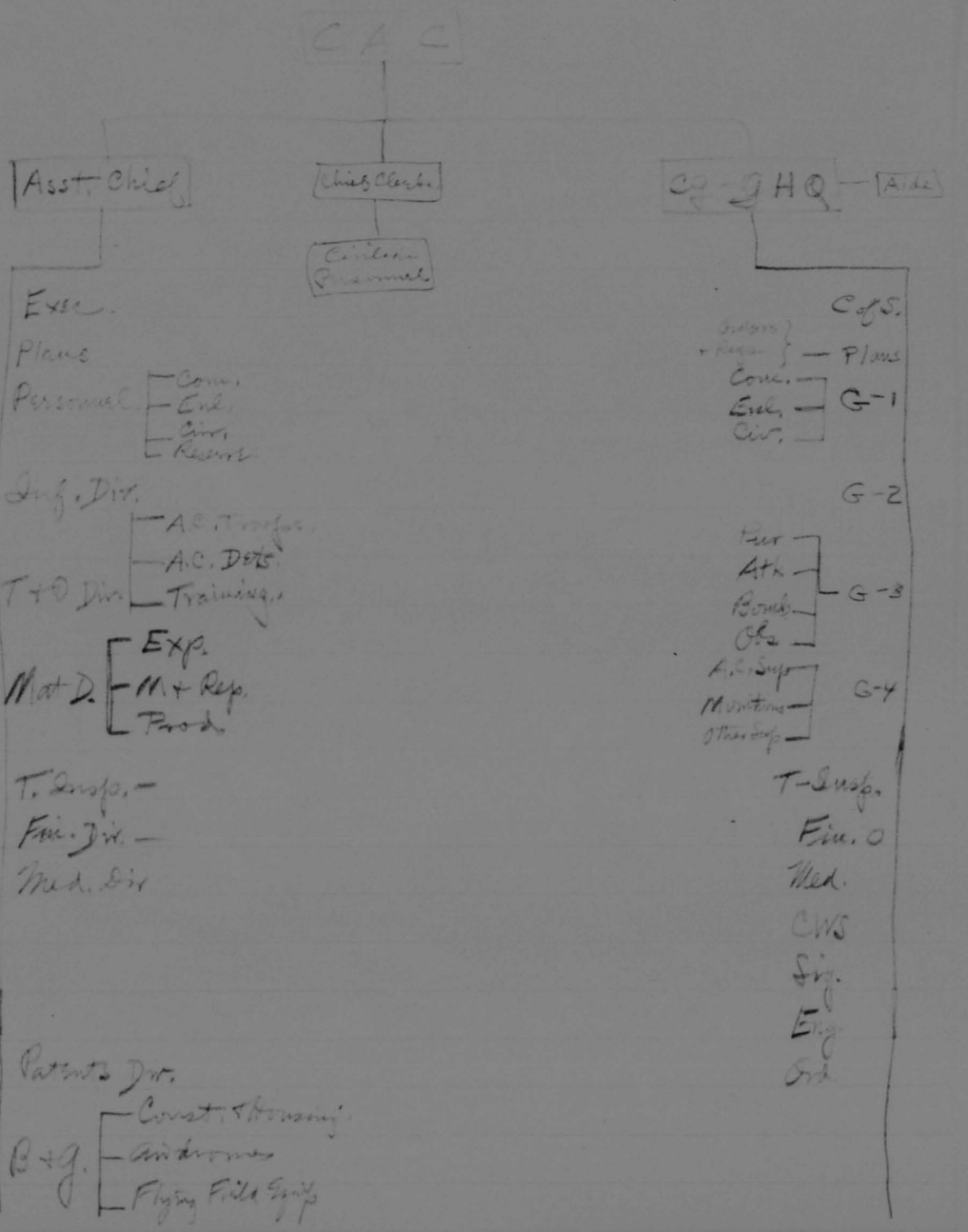

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GHQ for:	Assignment in Office of Chief of Air Corps	Replacement in Office of Chief of Air Corps.
CG	Asst Chief	
Aide	Selected from junior officers in T&O Div.	
C of S	Chief of Plans Div.	
G-1	Chief of Personnel Div.	Director.
G-2	Selected or Chief of Intel. Div.	
G-3	Operations member of Plans Div.	Legal — Secretary
Asst.	{Selected from Operations in T & O Div.	Public Relations Officer.
G-4	Logistics member of Plans Div.	
Asst.	{Selected from Mat. Div.	
Tech. Insp.	C of Insp. Div. or Selected from inspectors.	
Flight Surg.	{Assistant to C of Med. Div. (or Selected flight surg.)	
Airdrome Offr	{Selected from Training Center.	
Inspector	{Selected from Exec. Offs. of C.T.S.	

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for G.H.Q. Air Officer under Tac Plan

Major Gen K.B. Lawton — In the event the Chief of Staff, takes the field, under the Tactical

Alternate:
Colonel Arthur G. Trudeau, AC — In the event the Chief of Staff does not take the field.

Brig. Gen. C.H. Danforth, Jr. — Acting Chief of the Air Corps in the absence of the Chief, AC.

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GHQ Assignment (Proposed)	Assignment OCAC or elsewhere	Job.	Replacement proposed.
CO, GHQ Air Force	Weaver ✓	Asst Chief + Exec	Executive — Eichel
Aide	2Lt. Owens or ~~Capt. McDonald~~	Asst. Exec. T+O Div.	
C of S, GHQ Air Force	Col. Chaney ✓	Chief Plans Div	~~Maj. Merrill~~ vacant.
~~Asst Chief of Staff~~	~~Maj. Ryan (Hewitt)~~ ✓	Exec OCAC	(Local) ~~(Local)~~
G-1.	~~Maj. Krogstad~~ ?	Chief Personnel	Capt. Davies (Just time on waiting from calling)
Asst. G-1	Capt. Dayton ✓ (Kelly)	Adj.	(Local)
G-2	Maj. Tinker ✓ (March)	I	(Local)
G-3	Maj. Franks ✓	Plans Div	Maj. Bitner, Maj. Ford or ~~Capt. Birrell~~ Pfullcifer.
Asst G-3	~~Maj. Spatz~~ (Ret. Fd)	Chief T+T Div.	~~Col.~~ Price or ~~Maj.~~ Pogue.
Asst G-3	Capt. George ✓ (Maxwell)	ACTS.	(Local)
G-4	Maj. Rudolph ✓	Plans Div.	Col. Robins. or Maj. Jones, Fort Sam Houston
Asst G-4	Capt. Duncan ✓ (Maxwell)	?	(Local)
Asst G-4	~~Lt.~~ McPike ✓ (Fairfield)	~~Capt~~	(Local)
Surgeon	Maj. Reinartz ✓ (Randolph)	ACTC	(Local)
Technical Inspector	~~Capt. Giles A.F.~~ (San Antonio)	Tech Insp.	(Local or transfer To Fort)
Airdrome Officer	~~Capt. Connors~~ (ACTC)	Adjt.	(Local)
Asst. Airdrome Officer	Capt. Strickland (ACTC)	Supply	(Local)
Inspector	Maj. W.O. Ryan		

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September 7, 1933.

MEMORANDUM FOR ASSISTANT CHIEF OF STAFF, W.P.D.:

The following are the recommendations of this office for the Commanding General and Staff of the G.H.Q. Air Force for the Tan Plan:

Commanding General	- Brig. Gen. C. Westover, Air Corps
Aide	- Capt. George C. McDonald, Air Corps
Chief of Staff	- Lt. Col. J. E. Chaney, Air Corps
G-1	- Maj. A. N. Krogstad, Air Corps
G-2	- Maj. C. L. Tinker, Air Corps
G-3	- Maj. W. H. Frank, Air Corps
Assistant G-3	- Maj. C. Spatz, Air Corps
G-4	- Lt. Col. J. H. Rudolph, Air Corps
Adjutant	- Maj. Wm. W. Dick, A.G.D.
Inspector	- Maj. W. C. Ryan, Air Corps
Technical Inspector	- Capt. Benj. F. Giles, Air Corps
Surgeon	- Maj. Eugen G. Reinartz, M. C.
Finance Officer	- Lt. Col. J. E. Fickel, Air Corps, or Maj. E. J. O'Hara, F.D.
Ordnance Officer	- Maj. H. R. Kutz, Ord.
Signal Officer (Communications)	- Maj. S. B. Akin, Sig.C.
(Meteorological)	- Capt. A.H. Thiessen, Sig. C.
Airdrome Officers	- Capt. J.K. Cannon, Air Corps Capt. A. C. Strickland, Air Corps

For the Chief of the Air Corps:

C. Westover,
Brigadier General, Air Corps,
Assistant Chief of the Air Corps.

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C.G. — (D.M.).

Aide. — ~~Lt. R.L. Browne~~ — (Lt. J.C. McDonald) — (~~Lt. C.C. Cunningham~~)

Chief of Staff — ~~Lt. Col. H.H. Arnold~~ — (Lt. Col. J.E. Chaney) —

G-1 — Maj. A.N. Krogstad. —

G-2 — — (Maj. C.L. Tinker) — (~~Maj. D. Johnson~~) — (~~Maj. J.T. McNarney~~)

G-3 — Maj. W.H. Frank — (Maj. C. Spaatz) — (Maj. R. Royce) — (~~Maj. W.S. Ryan~~) — (~~Maj. [illegible]~~)

G-4 — Maj. Rudolph. — (~~Maj. Krantz~~)

Adj. — ~~Lt. Col. A.D. Brooks~~ — (Maj. C.W. Russell)
~~Maj. D. Torrey~~ — (Maj. Drum) — (~~Maj. Giles~~)

Inspector — Lt. Col. H.B. Clagett — (~~Maj. John W. Fitzgerald~~) (~~Maj. [illegible]~~) — (~~Lt. Col. Royden~~ McNarney)

Technical Inspector — Capt. Lyle Giles

Surgeon — ~~Maj. F.R. Burden~~ — (Maj. Brown) — (Maj. R. Smart) — (~~Maj. Pratt~~) (~~Lt. [illegible]~~)
Lt. Col. J.E. Pickel.

Finance Officer — Maj. E.J. O'Hara — (Maj. J.B. Harper) — (Capt. J.W. Corra) — (~~Capt. Harden~~) —

Ordnance Officer — Lt. Col. E. McFarland — (Maj. H.R. Knight) — (~~Maj. W.A. Borden~~) — (Maj. S. Frank)

Signal Officer (Com.) — Maj. S. Aiken — (Maj. H.O. Mitchell) — (Maj. J.B. Swager) — (Capt. W.H. Tunstall)
(Met.) — Capt. A.H. Thiessen. — (~~Maj. W.R. Blair~~)

Airdrome Officer — Garrison — Field Clerk.

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Air Officer – G H Q. (Seq) Alternate – Kirtland,
Asst. Air Officer – Kennedy.

Office	1st Priority	Job.	Replacement	2d Priority
Comdg. General	[illegible]	Asst. Chief.		
Aide	Owens			
Chief of Staff; Asst Chief S.	Chaney			~~Craft~~ ~~Hickam~~
G – 1 / asst. G-1.	Garica Dayton?			
G – 2	Timberlake			
G – 3	Franks.			
Asst. G-3	George			
Asst. G-3	Embank		Frank Callard	~~Hickam~~
G-4	Rudolph			
Asst. G-4	~~Duncan~~ ? Mc Pike			
1 Adj. Gen.				
2 ~~Inspector~~ Gen. Inspector Asst G.	~~Rogers~~ McReynolds?			~~Lockhart~~
Technical inspector – Asst. to Trib Insp.	~~Schreiber~~ Kilbourne – Acft.			
Airdrome Officers	Strickland			
Asst Airdrome Off.	Gillespie.			
6 Surgeon	Reinartz.			
4 Finance Officer				
8 Quartermaster				
10 Signal Officer (Radio)	Pickering			
7 CWS Asst. S.O. (Mat.)	Thiessen. Capt. Walton			
9 O.M.				
3 J.A.G.				
11 Engineer O.				
5 Chaplain				

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Office	1st Priority	Job	Replacement	2d Priority
C.O. Port of Departure	Warren			———
Asst. —	Wasle			———
C.O. Dept. Miami	Coleman			Flickinger -
C.O. Adriatic Air Dept.				———
C.O. 9th Obs.	Bradley.			
C.O. 2d Bomb.	Dargue.			
C.O. 8th Pursuit	Jones.			
C.O. 3d attack	Hickam			
C.O. Transport Gp.	Ryan.			
Air Officer, GHQ.	Fisher.			
Quesada. ?				
Faber ?				

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ADDRESS REPLY TO
CHIEF OF THE AIR CORPS
WAR DEPARTMENT
WASHINGTON, D. C.

WAR DEPARTMENT

OFFICE OF THE CHIEF OF THE AIR CORPS

WASHINGTON

September 7, 1933.

MEMORANDUM FOR ASSISTANT CHIEF OF STAFF, W.P.D.:

The following are the recommendations of this office for the Commanding General and Staff of the G.H.Q. Air Force for the Tan Plan:

Commanding General	- Brig. Gen. O. Westover, Air Corps
Aide	- Capt. George C. McDonald, Air Corps
Chief of Staff	- Lt. Col. J. E. Chaney, Air Corps
G-1	- Maj. A. N. Krogstad, Air Corps
G-2	- Maj. C. L. Tinker, Air Corps
G-3	- Maj. W. H. Frank, Air Corps
Assistant G-3	- Maj. C. Spatz, Air Corps
G-4	- Lt. Col. J. H. Rudolph, Air Corps
Adjutant	- Maj. Wm. W. Dick, A.G.D.
Inspector	- Maj. W. O. Ryan, Air Corps
Technical Inspector	- Capt. Benj. F. Giles, Air Corps
Surgeon	- Maj. Eugen G. Reinartz, M. C.
Finance Officer	- Lt. Col. J. E. Fickel, Air Corps, or Maj. E. J. O'Hara, F.D.
Ordnance Officer	- Maj. H. R. Kutz, Ord.
Signal Officer (Communications)	- Maj. S. B. Akin, Sig.C.
(Meteorological)	- Capt. A.H. Thiessen, Sig. C.
Airdrome Officers	- Capt. J.K. Cannon, Air Corps Capt. A. C. Strickland, Air Corps

For the Chief of the Air Corps:

O. Westover,
Brigadier General, Air Corps,
Assistant Chief of the Air Corps.

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September 7, 1935.

MEMORANDUM FOR ASSISTANT CHIEF OF STAFF, W.P.D.:

The following are the recommendations of this office for the Commanding General and Staff of the G.H.Q. Air Force for the Tan Plan:

Commanding General	- Brig. Gen. O. Westover, Air Corps
Aide	- Capt. George C. McDonald, Air Corps
Chief of Staff	- Lt. Col. J. E. Chaney, Air Corps
G-1	- Maj. A. N. Krogstad, Air Corps
G-2	- Maj. C. L. Tinker, Air Corps
G-3	- Maj. W. H. Frank, Air Corps
Assistant G-3	- Maj. C. Spatz, Air Corps
G-4	- Lt. Col. J. H. Rudolph, Air Corps
Adjutant	- Maj. Wm. W. Dick, A.G.D.
Inspector	- Maj. W. C. Ryan, Air Corps
Technical Inspector	- Capt. Benj. F. Giles, Air Corps
Surgeon	- Maj. Eugen G. Reinartz, M. C.
Finance Officer	- Lt. Col. J. E. Fickel, Air Corps, or Maj. E. J. O'Hara, F.D.
Ordnance Officer	- Maj. H. H. Kutz, Ord.
Signal Officer	
(Communications)	- Maj. S. B. Akin, Sig.C.
(Meteorological)	- Capt. A.H. Thiessen, Sig. C.
Airdrome Officers	- Capt. J.K. Cannon, Air Corps Capt. A. C. Strickland, Air Corps

For the Chief of the Air Corps:

O. Westover,
Brigadier General, Air Corps,
Assistant Chief of the Air Corps.

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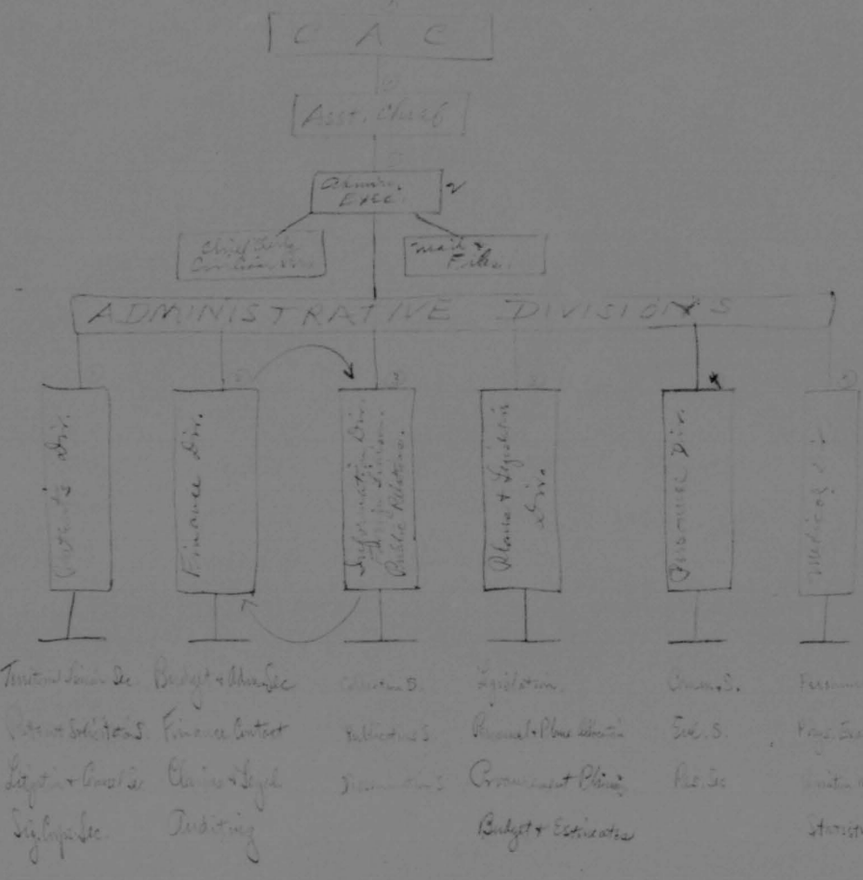

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WAR DEPARTMENT
Office of the Chief of the Air Corps
Washington

Memorandum for

Plans Div — Col. Chaney
Table of Org. Sec — Howe
Training Sec —
Intel & Mobil Sec — Kenney
Operations Sec — Francis J.
Tactical Insp — Spaatz

ROSS G. HOYT
Captain, Air Corps,
Chief, Operations Section,
Training & Operations Division.
Room 2631 Branch 1570

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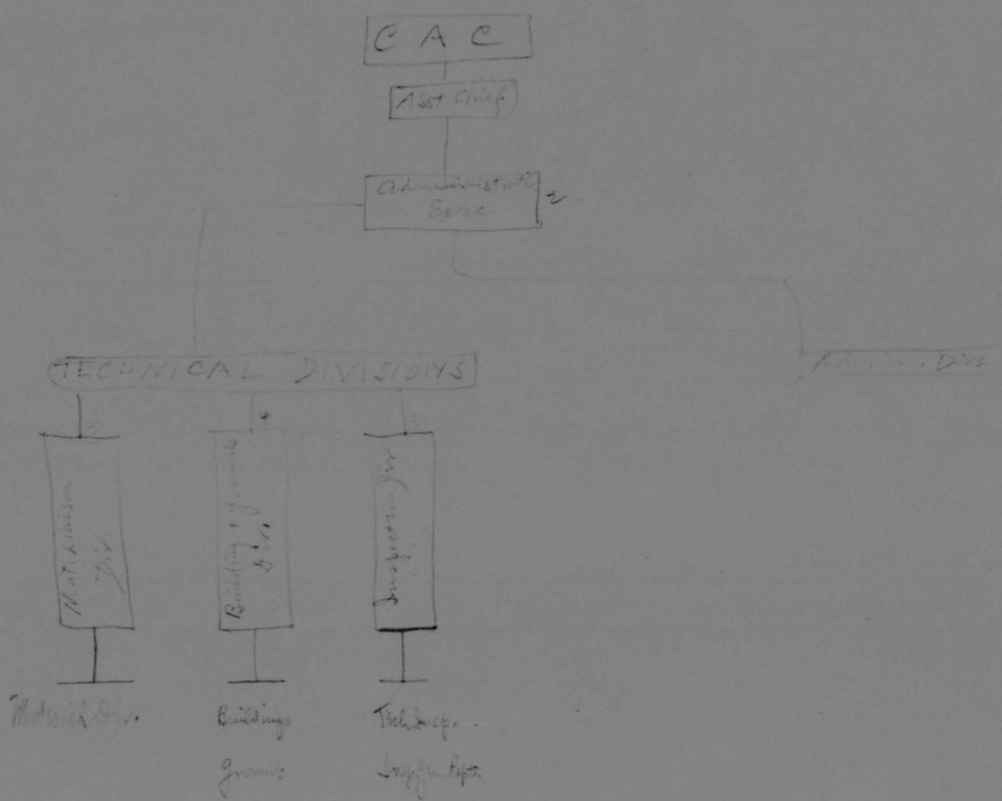

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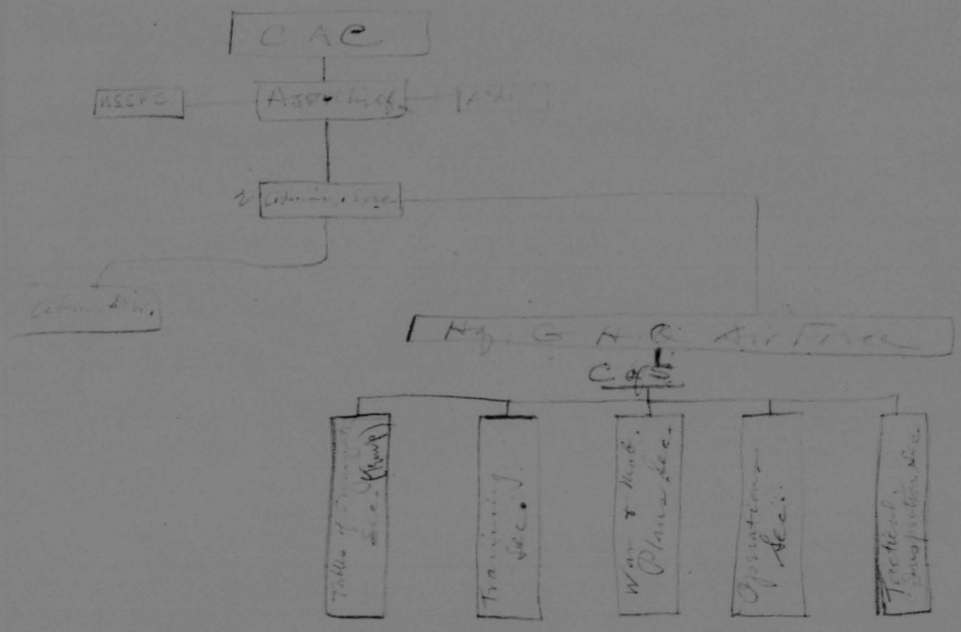

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(COPY)

2. Further consideration of the action recommended in Paragraph III 7 of the Memorandum for the Chief of Staff, G-4/29656, subject: "Reorganization of Office of the Assistant Secretary of War", dated July 21, 1933, indicates the desirability of amending the proposed changes in AR 95-5 to read as follows:

j. He will submit to the Secretary of War proposals and recommendations for conducting the design competitions as authorized by section 10 of the Air Corps Act (Act of July 2, 1926).

k. He will submit to the Secretary of War recommendations concerning the layouts of Air Corps stations.

l. He will submit to the Secretary of War recommendations as to the action to be taken on applications for authority to construct high-tension power lines over navigable waters, where such power lines may be hazardous to air commerce.

m. He will submit recommendations to the Assistant Secretary of War as to the action to be taken on claims by or against the War Department resulting from aircraft operations.

* * *

This was prepared in G-4 Div. reworded in W.P.D. & has been appd by Chief of Staff. So far as I know no other changes were made in 95-5 except in par. 5 — furnished to you by Gen'l. Kilbourne.

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C a C.

[Asst] [Asst]

Asst. Spec.

Technical

- Inspection Div.
- R + D. Div.
- Medical Div.
- Mat. Liaison + Mat. Div.
- Liaison Officers
- Training + Op. Div.

Asst. Exec.

Administrative

1. Planes + Legislation Div. ✓
2. Finance Div. ✓
3. Personnel Div. ✓
4. Information Div. ✓
5. Medical Div. ✓
6. Patents Div. ✓
7. Administrative Sec. ✓

- Inspection Div.

Asst. Spec.

Tactical

- Hq G H S Air Force
- War Plans.
- Training + Operations Div.
- Tactical Inspection Div.
- Inspection Div.

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Functional duties.

C of A C. — Add additional one.

Asst Chief of A.C — In the temporary absence of the Chief of the Air Corps, performs the functions of that officer; controls and directs the Executive Office

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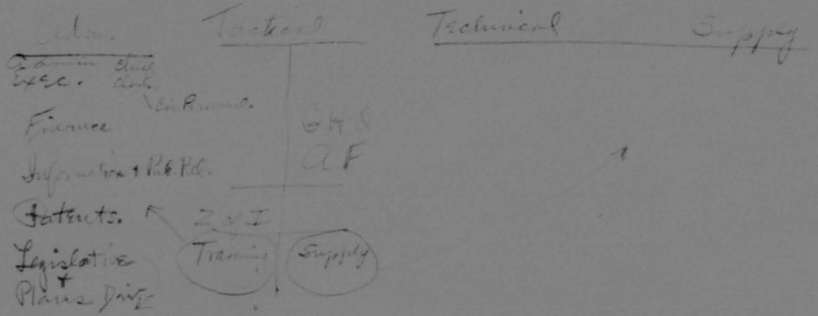

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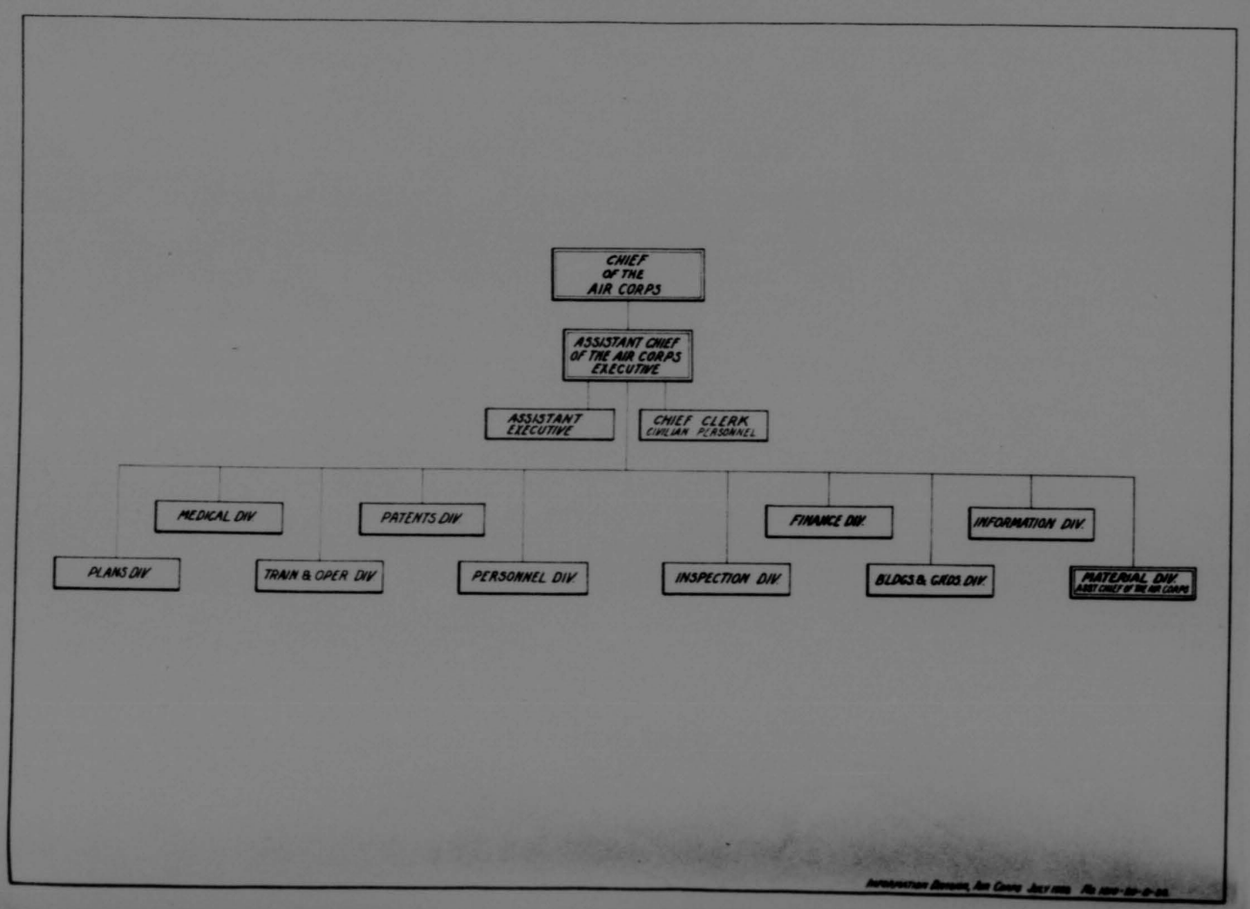

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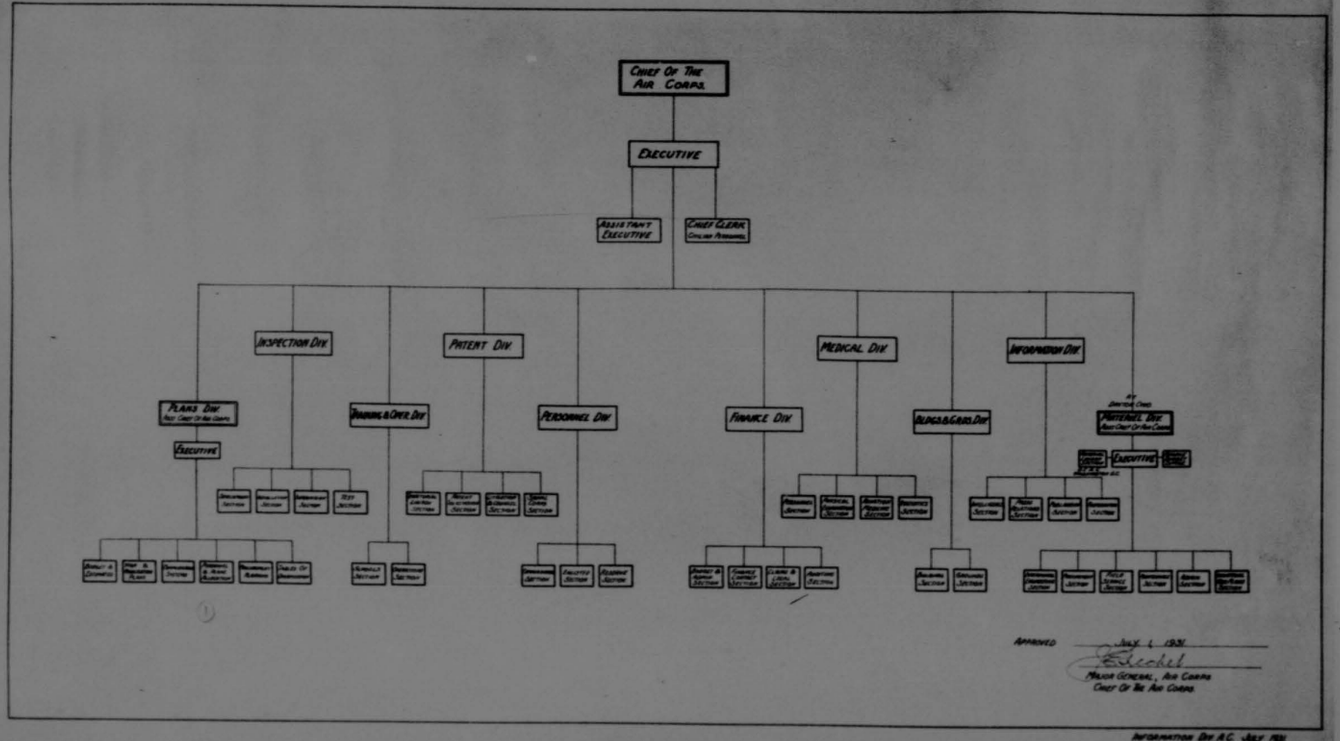

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September 22, 1933

To: Chief of Air Corps, Washington D.C.

From: Capt. A. L. McCullough, Air Reserve
299 West Ridgewood Ave., Ridgewood, N. J.

Subject: Return to Active Status during Cuban Emergency.

Request is hereby made that I be placed on active duty during the present emergency in Cuba if I can be of service in any capacity. It is believed that I am especially qualified on account of my education and record, a summary of which follows.

Graduated U.S.M.A. 1920.
Served five years in Corps of Engineers 1920 to 1925.
Served two and one half years on detail to the Air Corps (graduated Kelly Field Sept. 1926 with rating AP and AO)
Have been engaged in commercial aviation since resignation from army in March 1928, on active flying status at all times.
Since December 1929 I have been Operations Manager and chief pilot of Compania Nacional Cubana de Aviacion (Curtiss).
My duties have taken me to all parts of Cuba, building airports, establishing and operating the Cuban national air mail and passenger lines, which today amount to 1430 scheduled miles daily except Sunday. These lines extend from Havana in the west to Santiago, Grantanamo and Baracoa in the east.

It is believed that I have a better knowledge of Cuba, particularly with respect to its geography, weather conditions and aviation facilites, than any other person. If an officer of my experience and qualifications is needed in the M.I.D. or any other department I shall be very glad to be of service. I read and speak Spanish.

I am at present on temporary duty in the New York office of Pan American Airways, of which Compania Nacional Cubana de Aviacion is a subsidiary. I expect to be in the Miami office of Pan American Airways within a week or ten days, however.

A. L. McCullough
Captain, Air Reserve

AIR CORPS SEP 25 1933

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SECRET

General Westover

HEADQUARTERS EIGHTH PURSUIT GROUP, AIR CORPS,
381 (Gen). Office of the Group Commander.

Langley Field, Virginia,
September 16, 1933.

SUBJECT: War Plan Tan.

TO : Commanding Officer, Langley Field, Virginia.

1. This command is ready to take the field on short notice with its present available strength in personnel and planes.

2. The following are the requirements of this command (less the 37th Pursuit Squadron), to enable it to complete its strength in personnel, equipment and supplies according to Tables of Organization 276 W and 277 W, and basic tables of allowances.

3. PERSONNEL: Effective strength (September 15, 1933): Forty-nine (49) officer; five hundred and thirty six (536) enlisted men. Required strength: one hundred and fifteen (115) commissioned; nine hundred and fifteen (915) enlisted men. Shortage: sixty-six (66) commissioned; three hundred and seventy-nine (379) enlisted men.

a. I recommend immediate action be taken to secure the return of the following officers from duty with the Civilian Conservation Corps:

Captain	Harold H. George,	Air Corps,
Captain	James T. Hutchison,	Air Corps,
Captain	Clarence H. Welch,	Air Corps,
Captain	Marion L. Elliott,	Air Corps,
1st Lieut.	Jack C. Hodgson,	Air Corps,
1st Lieut.	Clarence D. Wheeler,	Air Corps,
1st Lieut.	George F. Schulgen,	Air Corps,
2nd Lieut.	Hoyt L. Prindle,	Air Corps,
2nd Lieut.	Louie P. Turner,	Air Corps,
2nd Lieut.	Russell A. Wilson,	Air Corps,
2nd Lieut.	Stoyte O. Ross,	Air Corps,
2nd Lieut.	Oliver S. Picher,	Air Corps,
2nd Lieut.	Berkeley E. Nelson,	Air Corps,
2nd Lieut.	Archibald J. Hanna,	Air Corps,
2nd Lieut.	Richard A. Grussendorf,	Air Corps,
2nd Lieut.	William D. Eckert,	Air Corps,
2nd Lieut.	Gerry L. Mason,	Air Corps.

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Also that the War Department orders be revoked concerning the change of station of Captain Marion L. Elliott, Air Corps. I request that Captain Malcolm S. Lawton, Air Corps, and 1st Lieutenant John T. Sprague, Air Corps be assigned to this group. Their services are necessary for duties as Group Supply Officer and Squadron Supply Officer respectively.

b. I recommend the commissioned strength of this command (assuming the recommendation of paragraph 3 a will be approved) be immediately increased by one (1) competent armament officer (Captain preferred) and also by nine (9) commissioned pilots.

4. AIRPLANES: Effective strength (September 16, 1933): Twenty-eight (28) P-12 C's and D's, eight (8) P-6 D's and E's, total 36. (This will be increased by five (5) additional P-12 C's and D's upon receipt and installation of four upper and four lower wings). Required strength: Seventy-nine (79) pursuit and eight (8) transport planes. Shortage: Forty-three (43) pursuit and eight (8) transport planes.

a. I recommend this command (less the 37th Pursuit Squadron) be equipped entirely with seventy-nine (79) P-12's for sake of standarization, simplicity of supply and maintenance, but primarily because the P-12 is a more suitable type for the character of operations of the Tan Plan. I, therefor recommend immediate action be taken to supply this Group with fifty-one (51) P-12 E's completely equipped for field service, except fifty (50) caliber machine guns be replaced by thirty (30) caliber machine guns, but that all of the said fifty-one (51) P-12 E's arrive with less than one hundred (100) hours engine time.

b. I recommend immediate action be taken to secure air transportation for the Flying Echelon of this Group on the basis of thirty-~~eight~~ (38) men (overhead) plus one (1) airplane mechanic for each airplane (pursuit and transport) assigned this Group. Present effective airplane strength requires air transportation for thirty-~~eight~~ (38) plus thirty-six (36) airplane mechanics (for thirty-six (36) pursuit planes), total seventy-~~four~~ (74) men, this number to be increased by one mechanic for each transport assigned. That one of the transports to be assigned be the C-4 A (Ford Trimotor) now at Bolling Field, which plane is equipped with radio and would be used as a command plane. That transports transferred to this station for this Group bring with them their own pilots and crew chiefs and that such transports arrive in condition for extended field service.

c. Five (5) SR-1340 and three (3) V-1570 engines are required for present equipment.

5. EQUIPMENT AND SUPPLIES: Effective strength: Approximately ninety-five (95%) percent complete (billetting assumed) for all commissioned and for all enlisted men of the Flying Echelon; ninety-five (95%) percent complete for Rear Echelon, except Quartermaster Equipment, of which there is very little on hand. Action has been taken to secure shortages in equipment and supplies, except Quartermaster, the latter will be requisitioned Monday, September 18th to cover losses incident to CCC and the flood. Transportation - none assigned except one (1) refuelling truck, (one (1) FWD per squadron on daily loan to each squadron).

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IMMEDIATE ACTION - SECRET

a. I recommend the equipment listed in the attached "Eighth Pursuit Group Field Equipment List - Tentative", be supplied this Group (less the 37th Pursuit Squadron). That the motor transportation prescribed in Table of Organization 276 W and 277 W be made available to this Group immediately prior to departure for field service (TAN).

2 Incls -
Incl #1 - Memo #128 Hq 8 Pur Gp cs(Trip).
#2 - Memo #129 Hq 8 Pur Gp cs(Trip).

B. Q. JONES,
Major, A. C.,
COMMANDING.

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HEADQUARTERS EIGHTH PURSUIT GROUP, AIR CORPS CDG/LMH/fls
Office of the Group Commander

Langley Field, Virginia
September 13, 1933

SUBJECT: Result of Inspection September 13, 1933.

TO : All Organization Commanders, 8th Pursuit Group, Air Corps.

1. The following is the result of airplane inspection this date and airplanes were classed as follows - "A" in good condition, "B" - not to be used in combat, "C" - not to be flown until repairs are made:

33RD PURSUIT SQUADRON

FIELD NO.	TYPE	A. C. NO.	CLASS	REMARKS
11	P-12D	31-265	A?	Right stabilizer leading edge bent.
12	P-12D	31-263	A?	Left Lower rear interplane strut fitting loose. 1930 wing.
14	P-12D	31-277	C	Upper wing front spar at left upper front interplane fitting splintered.
15	P-12C	31-195	C	Grounded. 1930 wing.
16	P-12C	31-235	C	Upper wing spar at front left interplane fitting splintered.
18	P-12C	31-194	A?	Right front upper interplane strut fitting loose.
23	P-6E	32-271	A	O. K.
24	P-6E	32-253	A?	Past due for Overhaul since 10-33.
27	P-6E	32-235	A	O. K.
28	P-6E	32-245	A?	Past due for Overhaul since 9-33.

35TH PURSUIT SQUADRON

30	P-12C	31-237	A?	Left upper landing gear V strut fitting loose. 1930 wing.
32	P-12C	31-240	A?	1930 wing.
33	P-12C	31-165	A?	Aileron bushings both loose. 1930 wing.
34	P-12D	31-253	A?	Stabilizer front bushings loose.
35	P-12D	31-257	A?	Right upper landing gear V strut fitting loose.
36	P-12D	31-259	A	O. K.
38	P-12D	31-271	A	O. K.
40	P-12D	31-152	A	O. K.
41	P-12D	31-175	A?	1930 wing.
42	P-12D	31-154	A	O. K.
43	P-12D	31-174	A?	1930 wing.
44	P-12D	31-193	A?	Front stabilizer bushing loose. 1930 wing.

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FIELD NO.	TYPE	A. C. NO.	CLASS	REMARKS
				35TH PURSUIT SQUADRON (Cont'd)
48	P-12C	31-150	A?	Aileron Bushings, both sides loose and worn. 1930 wing.
				36th PURSUIT SQUADRON
50	P-12C	31-167	B	Left landing gear fitting loose. Front stabilizer bushings loose. Bell crank fittings both sides loose. 1930 wing.
51	P-12C	31-203	C	Grounded. Left upper aileron bad. Left upper landing gear V strut fitting loose.
52	P-12C	31-204	B	Stabilizer mechanism loose. 1930 wing.
53	P-12C	31-205	A?	Right and left lower landing gear V strut fittings loose. 1930 wing. Both aileron fittings loose. Bell crank fittings both sides loose.
54	P-12D	31-262	A?	Both aileron fittings loose. Bell crank fittings both sides loose.
55	P-12D	31-258	A?	1929 wing.
56	P-12D	31-260	A?	Both aileron fittings loose. Bell crank fittings both sides loose. 1930 wing.
57	P-12D	31-264	A?	Right upper aileron fittings loose. Bell crank fitting right side loose.
58	P-12D	31-267	A?	1930 wing.
59	P-12D	31-276	A?	1930 wing.
60	P-12D	31-269	A	O. K.
61	P-12C	31-270	A	O. K.
62	P-12C	31-201	A?	1930 wing.
63	P-12C	31-166	C	Right upper landing gear V strut loose. Top wing front spar fitting at left upper interplane strut fittings to be checked.
				37TH PURSUIT SQUADRON
	P-6D	29-367	A	O. K.
	P-6E	32-247	A	O. K.
	P-6E	32-273	A	O. K.
	P-6E	32-261	A	O. K.

2. Airplanes designated "B" or "C" will have the necessary repairs accomplished as soon as possible.

3. Airplanes designated "B", pending accomplishment of work, will have a notice posted in each cockpit "CLASS "B" NO AEROBATICS".

For the Group Commander:

CHARLES G GOODRICH,
2nd Lieut., Air Corps,
Adjutant.

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HEADQUARTERS EIGHTH PURSUIT GROUP, AIR CORPS,
Office of the Group Commander.

MEMORANDUM)
:
NO. 128)

Langley Field, Virginia.
September 13, 1933.

SECTION I
Group Field Equipment List.

1. The attached Field Equipment List is issued as a guide to all organizations of the Eighth Pursuit Group. From time to time, interpolations will be published and will be posted on the copies of this list. It is desired that this list be service tested within the Group and be added to or subtracted from by order of this office after suggestions of the Squadrons.

2. It is desired that organizations hold their equipment and supplies down to this attached list, if possible, and that anything not shown on same, and absolutely necessary for proper operation, be submitted to the Group Supply Officer for decision by the Group Commander. All items not so approved will be returned to the proper station supply officer as excess equipment.

3. Weights and bulk have not been shown in some cases, therefor, it is desired that as soon as the various lists have been made up, they be weighed and measured, and this information be given to the Group Supply Officer so that proper interpolation can be published.

4. The purpose of this attached Field Equipment List is to limit the squadrons to that equipment in general available in the field, so that more practical experience may be had by the crews and the supply agencies. Further instructions will be published covering any difficulties encountered. All suggestions and statements of difficulties should be made to the Group Supply Officer.

By order of Major JONES:

CHARLES G. GOODRICH,
2nd Lieut., Air Corps,
Adjutant.

DISTRIBUTION "B"
f/ Plus 6 additional on Sqdn., 1 Gp Comm., 1 GpEngr., 1 File (Original)

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EIGHTH PURSUIT GROUP FIELD EQUIPMENT-TENTATIVE

No.	MAJOR ITEMS Items	Wt. lbs.	Bulk cu.ft.	BASIS OF ISSUE	HOW CARRIED	REMARKS- See Notes for details and pictures of major items
1.	Airplanes, pursuit			18 per Pur Sq.	Flown	In commission
2.	Airplanes, pursuit			5 per Pur Sq.	Flown	Out of commission, at depots etc.
3.	Airplanes, pursuit			6 per Gp. Hq.	Flown	In commission
4.	Airplanes, pursuit			2 per Gp. Hq.	Flown	Out of commission, at depots, etc.
5.	Kit, airplane, engineering Individual		0.50 0.50	1 per Pur plane	With Pur. plane	See Note No. 1, P-12 kits See Note No. 1, P-6 kits
6.	Kit, airplane, engineering flight	P-12 11 P-6 15	0.40 0.50	1 per Pur Flt.	In 2 Pur. planes	See Note No. 2, P-12 kits See Note No. 2, P-6 kits
7.	Kit, airplane, engineering squadron	P-12 34 P-6 64	4.00 7.50	1 per Pur Sqdn.	In 2 pur. planes	See Note No. 3, P-12 kits See Note No. 3, P-6 kits
8.	Kits, armament, flight	9	0.11	1 per Pur Flt.	In 1 pur. plane	See Note #4
9.	Kits, armament, squadron	33.5	1.25	1 per Pur Sqdn	In 2 Pur. planes	See Note #5. This kit is split among several planes
10.	Kit, communication, squadron.	9.6	0.65	1 Per Pur Sqdn	In 2 Pur. planes	See Note #6, Tactical Squadron
11.	Field rolls, Off. flv. ech.	35.	3.00	1 Per Off. in Ech.	In Pur Plane w/Off.	See Note #7.
13. 12.	Field rolls, Enlisted (Flying Echelon)	26.	1.00	1 Per Enl. man in Flying Echelon	In Transport plane with enl. man	See Note #8. (Later carried in containers in Pursuit planes.)
15.	Field roll, officers, rear echelon	35.	3.00	1 Per Officer in Rear echelon	Truck, rail or boat	See Note #7.
14.	Field roll, enlisted, rear echelon	26.	1.00	1 Per Enlisted Man-Rear Echelon	Truck, rail or boat	See Note #8.
15.	Camp equipment-Flying echelon	675.	31.	1 Per Squadron	Transport Plane	See Note #9.
16.	Camp equipment-Rear echelon	#10-1700 #11-2200	#10-150. #11-400.	#10-1 Per Pur GpHq #11-1 Per Pur Sq.	Truck, rail or boat	See Notes #10 and 11.
17.	Station equipment			1 Per Squadron	Not carried in Field	See Note #12.

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AMOUNT	PART NO.		CODE
		Class. 14	
3 ea		Stakes, stock, 1/2" x 20" straight	A
		Class. 18	
1 ea	PWA-1	Hook cowling, (Local Manufacture)	A
1 ea	C-6762	Kit, tool engine Curtiss	A
		Class. 21	
25 ft		Rope, Manila, 1/4 in. Spec 13-1	A
		Class. 23-A	
20 ft		Copper wire, soft, .0403, Spec. 570222-1	A
		Class. 29	
5 ea	AN 380-2-3	Pin, cotter, steel, 1/16 by 3/4".	A
5 ea	AN 380-3-4	Pin, cotter, steel, 3/32 by 1 in.	A
5 ea	AN 380-4-8	Pin, cotter, steel, 1/8 by 2 in.	A
		No Class.	
1 ea		Cover, engine	A
1 ea		Cover, cockpit	A
		Signal Corps Property	
		Class. 6000	
1 ea		Flashlight, tubular, 2½" dia., lens non-focusing.	A
		Chemical Warfare Service Property.	
2 ea		Candles, smoke, H.C. #2, Mk 1.	A
		Medical Department Property.	
1 ea		Kit, first aid, aeronautic	A

Note #2, P-12 Flight
KIT, AIRPLANE, ENGINEERING, FLIGHT.
Weight____lbs. Bulk____cu.ft.

		Air Corps Property	
		Class. 02-G	
9 ea	26	Plugs, spark, type BG-4b1	A
1 ea	2-342	Breakerassy. contact clockwise	B
		Class. 01-1	
1 ea	066354	Springs, fuel relief valve	B
		Class. 02-H	
1 ea	2603	Spring, intake and exhaust valve-Outer	B
1 ea	2604	Spring, intake and exhaust valve-Inner	B
		Class. 04-A	
5 ea	745-2A	Clamp, hose, 3/4 in (Tube size) I.D.	A
5 ea	745-3A	Clamp, hose, 1 in. to 1½ in Tube Size	A
		Class. 04-B	
4 ea	885-8	Hose, fuel and oil, ½ x2-1/8"	B
3 ea	885-12	Hose, fuel and oil, ¾ x 5/8"	B
4 ea	885-16	Hose, fuel and oil, 1 in by 2-5/8 in	B
1 ea		Tube, inner, 30x5" type 1, Spec. 20-83.	A
		Class. 07	
1 ea		Paste, gasket, Blue Rock "Fibreform" 1 lb can	A

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AMOUNT	PART NO.		CODE
		Class. 17-B.	
1 ea		Gauge, pressure, 0-80 lb Dial type	A
1 ea	17BC-165	Can, oil, ½ pt. 7" flexible spount	A
		Class. 18	
1 ea		Wrench, Special, 7/16" hexagon	A
		Class. 29	
1 ea		Brush, dope, wall flat, 4½"	A
1 ea		Brush, cleaning	A

Note #2, P-6, Flight
KIT, AIRPLANE, ENGINEERING, FLIGHT.
Weight_____lbs. Bulk _____cu.ft.

Air Corps Property

		Class. 02-E	
2 ea	C-16406	Gasket, cylinder head cover to cylinder head	B
2 ea	C-6928	Gasket, carburetor to Intake "Y" manifold	B
4 ea	C-9101	Gasket, Intake Y to (Cylinder head) Intake L Manifold	B
		Class. 02-G	
12 ea	26	Plugs, spark, type BC-4B1	A
		Class. 04-A	
6 ft		Cable, flexible, 3/32", 7x7, Spec. 48-122	A
6 ft		Cable, flexible, 1/8", 7x7, Spec. 48-282	A
		Class. 04-B	
1 sm.can		Cement, rubber, cold patching, Spec. 20-27	A
		Class. 06B	
1 ea		Grease, lubricating, cup, med. Spec. 2-29	A
		Class. 08	
1 ea		Tape, friction, ¾" wide, ½ lb roll	A
		Class. 24	
1 gal		Ethylene glycol (Prestone)	B
		Class. 29	
1 ea		Brush, sash, #5, Spec. H.H. 491	A
1 ea		Brush, dope, Wall flat, 4½"	A

Note #3, P-12, Squadron
KIT, AIRPLANE, ENGINEERING, SQUADRON.
Weight_____lbs. Bulk_____cu. ft.

Air Corps Property

		Class. 01-I	
1 ea	20929	Wheel assy., landing gear, Bendix 30x5"	A
		Class. 01-F	
1 ea	6-2186	Tail skid installation	A
		Class. 02-G	
1 ea	10485-2	Starter assy. type B-11 Eclipse-Hand	A
1 ea	10-1691	Magneto assy. Scintilla type V-AG9-D	A
1 ea	2-63	Screw, contact, long	A
1 ea	2-64	Screw, contact, short	A
		Class. 02-H	
1 ea	3734	Rocker & Ball Cup assy. Intake valve	B
1 ea	3735	Rocker & Ball Cup assy. Exhaust Valve	B
4 ea	314-D	Bearing, ball, shielded, #201	B

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AMOUNT	PART NO.		CODE
		Class. 04-A	
3 ea		Rods, tie, vertical fins	C
		Class. 04-B	
1 ea		Casing, 30x5" type 1, Spec. 91-27	A
1 ea		Tube inner, 30x5" type 1, Spec. 20-83	A
		Class. 05-B	
1 ea		Hydrometer, Battery testing	A
		Class. 06-B	
		Grease, lubricating rocker arm, Spec.Y3558	A
1 qt		Oil, castor, Spec. 3-8	B
		Class. 07	
1 qt		Dope, service pigmented, Nitrate, A.N. Yellow, Spec. 3-109	A
		Class. 17-B	
1 ea	17BP-250	Pump, tire, triple action, (Sm. size pref.)	A
2 ea	17BN-60	Needle, Upholsterer's, curved, single, lt.	A
1 ea	17BD-335	Drill, hand, R&L, cont. ratchet, single	A
1 ea	17BD-373	Drill, twist, strate shank, fract. size 3/16" H. S.	A
1 ea	17BD-369	Drill, twist, strate shank, fract. size 1/8" H. S.	A
1 ea	17BD-483	Drill, twist, strate shank, wire gauge	A
1 ea		Jack, chain auto weed, 2½ ton cap.	A
		Class. 18	
1 ea		Wrench assy. crank case oil plug, 1-1/32" for Eng. IR-1340-C	A
1 ea		Bar, propeller (Local manufacture)	A
		Class. 21	
1 yd		Fabric, mercerized cotton, airplane	A
1 spool		Thread, linen, left twist, #30, 3 cord	A
10 yds		Tape, linen	A
		Class. 24	
1 qt		Alcohol, high boiling, Spec. 3561	B
		Class. 29	
8 ea		Core, tire valve (Schraeder) #4000 or equal	B
		Signal Corps Property.	
1 ea		Battery, flashlight, BA-30	A

Note #3, P-6, Squadron.

KIT, AIRPLANE, ENGINEERING, SQUADRON

Weight_____lbs. Bulk _____cu.ft.

Air Corps Property.

		Class. 01-C	
1 ea	32-D-855-8	Shaft assy., flexible	B
		Class. 01-I	
1 ea	50238	Wheel assy., tail, complete	A
1 ea	E-5-AC-05	Wheel assy., landing gear, 26x850x10	A
		Class. 02-E	
1 ea	C-16892	Spring valve, Inner	B
1 ea	C-6108	Spring valve, Outer	

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AMOUNT	PART NO.	Class. 02-C	20D2
1 ea	16485-1	Starter assy., type B-9, Eclipse, chand	B
1 ea	10-1034	Distributor assy., clockwise	B
		Class. 04-A	
5 ea	745-2A	Clamp, hose, 3/4", I.D.	A
5 ea	745-3A	Clamp, hose, 1" to 1½" Tube size	A
5 ea	745-5A	Clamp, hose, 1⅝" to 2¼" tube size	A
1 ea	AN 673-5050	Rod, tie, streamline, type 1, 10-32x50x⅛" Front wire	B
		Class. 04-B	
3 ea		Hose, cooling liquid, 1", Spec. 26529	A
3 ea		Hose, cooling liquid, 1½", Spec. 26529	A
3 ea		Hose, cooling liquid, 1/2" Spec. 26529	A
1 ea		Casing, 10x3x4, wheel, Spec. 26529	A
1 ea		Inner tube, 10x3x4 wheel, Spec. 26526	A
		Class. 05-B	
1 ea		Hydrometer, battery testing	A
		Class. 06-B	
1 qt		Oil, castor, Spec. 2-8	B
		Class. 07	
1 qt		Dope, service pigmented, Nitrate, A.N. Yellow, Spec. 3-109	A
		Class. 17-B	
1 ea		Gauge, pressure, 0-80 lbs, dial type	A
1 ea		Measure, with flexible spout, 1 gal. cap.	B
1 ea		Jack chain, auto weed, 2½ ton cap.	A
1 ea	17BP-250	Pump, tire, triple action (Sm. size pref.)	A
1 ea	17BD-335	Drill, hand, R&L cont. ratchet, single	A
2 ea	17BM-66	Needles, upholsterer's curved, single, lt.	A
		Class. 18	
1 ea		Bar, propeller, (Local manufacture)	A
		Class. 21	
10 yds		Tape, linen	A
1 spool		Thread, linen, left twist, #30, 3 cord	A
1 yard		Fabric, mercerized cotton, airplane	A
		Class. 23-A	
20 ft		Wire, soft, .0403, Spec. 57-222-1	A
		Class. 24	
1 qt		Alcohol, high boiling, Spec. 3561	B
		Class. 29	
8 ea		Core, tire valve, (Schraeder) #4000 or equal	B

Note #4, P-6 and P-12 Airplanes,
KIT, FLIGHT, ARMAMENT.
Weight _____lbs. Bulk____cu.ft.

Ordnance Property.
S.N.L. A-28

QUANTITY	UNIT	NOTE SYM.	PLATE NO.	PIECE NO. DWG. NO.	ITEM	
3	ea	%	3,7	B-134155	Arm belt feed pawl	
3	ea	%	3,9	C-9837	Barrel	A
3	ea	%		A-13444	Ejector assy.	A
3	ea	%		B-134204	Extractor assy.	A
3	ea	%	3,6	B-134173	Holder, sear	A
3	ea	% X		A-13442	Pin, belt hold pawl assy.	A
3	ea	% X	6,	A-135245	Pin, ejector	A
3	ea	&	6,	A-135246	Pin, extractor plunger	A
3	ea	% X	3,7	A-135259	Plunger, belt feed lever spr.	

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QUANTITY	UNIT	NOTE SYM.	PLATE NO.	PIECE NO. DWG. NO.	ITEM	
3	ea	&	3,6	A-135262	Plunger extractor	A
3	ea	&	6	A-135264	Plunger sear spring	A
3	ea	& X	3,6	A-135263	Plunger sear holder spring	A
3	ea	& X	6	A-135260	Plunger bolt switch	A
3	ea	&		B-8773	Sear, assy.	A
3	ea	&	3,6	A-135302	Spring, driving	A
3	ea	& X	6	A-135503	Spring, ejector	A
3	ea	&	6	A-135305	Spring, extractor plunger	A
3	ea	&	7	A-135296	Spring belt feed lever plunger	
3	ea	&	7	A-135297	Spring belt feed pawl	A
3	ea	&	7n	A-20615	Belt feed spring, pin	A
3	ea	&	6	A-135299	Spring bolt switch plunger	A
3	ea	&	3,6	A-135310	Spring, sear holder	A
1	ea	A-19	13 L	B-6923	Extractor, ruptured cart.	A
3	ea	M-3	13 M	D-8398	Rod, cleaning, M-2	A
1	ea		13 A	B-131314	Tool, combingtion, M-2	A
2	ea	M-3	13 B	15-18-103	Oiler, oval, 3 oz,w/cap & chain	
1	ea	A-19X	13 J	15-18-230	Brush, chamber cleaning	A
1	ea	J-2		TEAX2CB	File, A.S. half rd. sec.6"	A
1	ea	J-3		Mc66K	Rule, S. Fox. Eng.Scale 6"	A
1	ea	J-1			Stone, sharp, fine, ½ rd, 3/8" x 4"	A
1	ea	J-1			Stone, sharp, fine, ½ rd, 3/8" x 4"	A
1	ea	J-1			Stone, sharp, fine, Sq. 3/8" x 4"	A
1	ea	J-4		TKAX3C	Wrench, adj, crescent 12"	A

S.N.L. K-1

1	ea	Machine, loading, 30 cal.	A
6	pkg	Patches, cleaning	A
1	qt	Oil, machine gun	A.

Air Corps Property.

QUANTITY	PART NO.	Class. 11	CODE
1 ea	076039	Sight assy., fixed gun type, C-3	A
2 ea	076023	Motor assy., trigger type E-3 (E-4 syn)	A
1 ea	076031-9	Tube and wire assy., (E-4 syn.)	A
1 ea	076020	Cover, generator motor	A
1 ea	076013	Generator assy. E-4 system	A
1 ea	076021	Plug control cable replacement, E-4 sys.	A
10 ea	046687	Bolts, fixed gun mounting post	A.

Note #5, P-6 and P-12 Airplanes
KIT, SQUADRON, ARMAMENT.
Weight____lb Bulk__cu.ft.

ORDNANCE PROPERTY.
S.N.L. A-20.

QUANTITY	UNIT	NOTE	PLATE NO.	PIECE OR DWG. NO.	ITEM	CODE
1	ea	(A-2)& X	3,8	B-17171	Pin, firing	A
1	ea	(A-2)& X	3,8	B-9743	Sear	A
1	ea	(A-2)& X	3,8	A-9584	Spring, sear	A
1	ea	&	3,8		Rod, oil buffer piston assy.	A
1	ea	(M-8)			Rod, cleaning, jointed	A
1	qt	(K-2)			Oil, buffer	A
1	lb	(K-2)			Paste, soldering	A
1	lb	(K-2)			Wire, soldering	
1	ea	(J-4)		TKAX1A	Copper, soldering 1 lb w/handle	
1	ea	(		B-1283	Machine bolt loading, 30 calibre.	

Air Corps Property.
Class. 11

1 ea	076031	Tube and wire assy., impulse 50. calibre.	A

Class. 17-B

1 ea	17BT275	Blow torch, 1 qt. cap.	

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NOTE #6

KIT, COMMUNICATION, SQUADRON

Weight 23.7 lbs. Bulk 0.8 cu.ft.

Signal Corps Property.

AMOUNT	PART NO.		CODE
		Class. 1000	
300 ft	1A106	Wire, W-106, unit cost $0.001	A
		Class. 2000	
6 ea	2Z9925	Tube, VT-25, unit cost not known	A
8 ea	2Z9936	Tube, VT-36, unit cost not known	A
2 ea	2Z10237	Tube, VT-52, unit cost not known	A
2 ea	2Z9952	Tube, VT-52, unit cost not known	A
2 ea	2Z10238	Tube, VT-38, unit cost not known	A
		Class. 3000	
6 ea	3G578	Insulator, IN-78, unit cost not known	A
2 ea	3G579	Insulator, IN-79, unit cost not known	A
		Class. 6000	
2 ea	6N8583	Tape, TL-83, roll, unit cost $0.14	A
1 ea	6N8594	Tape, TL-94, roll, unit cost $0.24	A
1 ea	6R38005	Tool equipment, TE-5, unit cost $3.64	A
50 ft	6Z8811	Twine, RP-11, unit cost $0.005	A
		Air Corps Property.	
		Class. 04-B	
5 ft		Cord, shock absorber, 3/8" dia.	A
		Class. 29	
8 ea	AN100-7	Thimble, wire cable, 1/32"	A
8 ea	AN100-10	Thimble, wire cable, 5/16"	A

NOTE #7

FIELD ROLLS, OFFICERS FLYING ECHELON

Weight 35 lbs. Bulk 3 cu. ft.

QUARTERMASTER PROPERTY

		Class. 24	
1 ea		Bag, sleeping, commercial	A
1 ea	24-B-650	Bag, musette, Q:612, unit cost $3.03	A
1 ea	24-B-2010	Bucket, folding, Note S-1, unit cost $1.00	A
2 ea		Book, field message	A
		Class. 27	
2 ea	24-B-605	Blanket, W. O. D., unit cost $3.35(Xtra optional)	A
		Class. 29	
1 ea	29-R-1000	Razor	A
1 ea	29-B-2700	Brush, shaving	A
1 ea	29-S-1000	Soap	A
1 ea	29-B-1100	Blades, razor	A
		Class. 31	
1 ea		Lantern, gasoline,(commercial)	A
		Class. 64	
3 ea per day		Paper cups, plates, forks and spoons.	A
		Class. 74	
1 ea		Tent, bugproof and waterproofed,(commercial)	A
1 ea	74-C-80	Canteen w/cover and cup, Notes QM 1, & QM 3	A
2 ea	74-S-395	Tags, Identification, Notes KQ 1 & KQ 2	A
1 ea		Knife, pocket	A

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AMOUNT		PART NO.	Class. 74 (contd).	
1	ea	74-B-570	Belt, web,	A
1	ea	74-H-150	Holster, pistol	A
1	ea	74-B-250	Packet, first aid	A
1	ea	74-P-140	Pouch, magazine,	
			Ordnance Property	A
1	ea		Pistol, cal. .45, M-1918	
			Personal Property	A
			Officer's uniform, flight cap and raincoat	

NOTE #8

FIELD ROLLS, ENLISTED, FLYING ECHELON

Weight 25 lbs. Bulk 1 cu.ft.

QUARTERMASTER PROPERTY.

			Class. 27	A
2	ea	27-B-605	Blankets, W.O.D. unit cost $3.35	A
2	ea	27-T-3510	Towels, face, N-27-T-4, Note MN 2	
			Class. 29	A
1	ea	29-R-1000	Razor	A
1	ea	29-B-2700	Brush, shaving	A
1	ea	29-S-1000	Soap,	A
5	ea	29-B-1100	Blades, razor	
			Class. 55	A
2	ea	55-U-760-922	Underwear, suits, Note KQ 4, unit cost $0.52	A
1	ea	55-C-560	Coats, uniform	A
1	ea	55-B-1236	Breeches, uniform	
			Class. 64	A
3	ea per day		Paper cups, plates, forks and spoons	
			Class. 72	A
1	pr	75-S-580	Shoes, service, Note KQ 3 (extra)	A
1	ea	72-R-150-152 154 Incl	Raincoat, dismounted, Q:20-86A, Note KQ 1	
			Class. 73	A
1	pr	73-G-500-508	Gloves, woolen or leather Note Q:860	A
1	pr	73-S-100	Socks, pair, service, cotton, Note KQ 3	A
1	ea	73-H-60	Handkerchiefs, O. D., service, Note KQ 3	
			Class. 74.	A
1	ea	74-B-570	Belt, web.	A
1	ea	74-H-150	Holster, pistol	A
1	ea	74-P-250	Packet, first aid	A
1	ea	74-P-140	Pouch, magazine	A
1	ea	74-C-80	Canteen, w/cover and cap, Notes QM 1 & QM 3	A
1	ea	74-H-91	Haversack, M-1910, Note KQ 3	A
1	ea	74-C-145-148	Carrier, pack, Model 1910-1918	A
2	ea	74-S-395	Tags, identification, Notes KQ 1, Kq 2	A
1	ea		Knife, pocket (Commercial)	A
1	ea		Bag, sleeping, (Commercial)	
			Ordnance Property.	D
1	ea		Pistol, cal. 45, M-1918	
			Air Corps Property	
2			Suits, mechanic	

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NOTE #9

CAMP EQUIPMENT, FLYING ECHELON

Weight 675 lbs. Bulk 31 cu.ft.

AMOUNT		PART NO.	Quartermaster Property Class. 24.	CODE
1	ea	24-T-305	Fly, tent wall, small	A
2	ea	24-T-305	Tent wall, small, KT-211, unit cost $39.38	A
1	ea	24-T-220	Tent, pyramidal, KT-211, unit cost $50.23	A
			Class. 29	
1	case	29-P-1020	Paper, toilet, rolls, 1000 sheets, 50 roll case	A
			Class. 31	
4	ea	31-L-390	Lanterns, gasoline, (commercial)	A
			Class. 38	
1	ea		Kitchen set, cleaning equipment (Optional)	A
3	ea	38-B-100	Brooms	A
3	ea	38-H-307	Mops	A
			Class. 41	
2	ea	41-A-1400	Pick axe, unit cost $1.00	A
1	each	41-T-310	Tape, metallic, 50 ft.	A
3	ea	41-S-3150	Shovels, short handle, round point, unit cost $1.30	A
3	ea	41-A-1250	Axes, L/H single bit, notes S-1, unit cost $1.48	A
			Class. 51	
25	lb	51-L-332	Chloride of lime, 25 lb can, unit cost $0.06	A
			Class. 53	
1	set	53-P-4400	Stationery, U-P-101, unit cost $0.78	A
			Class. 64	
1	ea		Range, oil burning (commercial)	A
2	ea	64-C-180	Cans, G. I., large, Note KQ 3	A
			No Class.	
1	per day		Rations, per officer	B
1	per day		Rations, per enlisted man	B
			Air Corps Property.	
6	pr		Goggles, flying)	
6	ea		Parachutes,) (Spares)	B
6	ea		Helmets, fly. summer)	

NOTES #10 & 11

CAMP EQUIPMENT, REAR ECHELON

#10-Wt. 1700 lbs, Bulk 150 cu.ft.

#11-Wt. 2200 lbs, Bulk 400 cu.ft.

AMOUNT No. 10	AMOUNT No. 11	PART NO.	Quartermaster Property	CODE
3	3	24-B-570	Buckets, folding, Note S-1, unit cost $1.00	A
1	1	24-P-23	Paulin, large, size 7x8, unit cost $4.48	A
3	-	24-T-220	Tents, pyramidal, Kt 211, unit cost $50.23	A
2	1	24-T-280	Tents, wall, large	A
6	18	24-T-220	Tents, pyramidal	A
6	8	24-T-305	Tents, wall small, unit cost $39.38	A
			Class. 26	
20	2	26-C-2285	Chairs, folding, 26-C-2288 metal	A
X	X		Cots, folding, canvas, Note KM 1, unit cost $4.00 (26-C-[illegible])	A
1	1	26-D-130	Desk, field, company, 1 per Sq.	A
3	1	26-D-128	Desk, field, regimental, 1 per Sq. and 3 per [illegible]	A
20	2	26-T-622	Table, folding, office, 20 per Gp and 2 per Sq. B-99685, unit cost $6.57	B
			Class. 31	
8	8		Lanterns, gasoline, (commercial)	A

Add to Nos #1-2 Tent units for 2 per Sq - Field Desk 26

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AMOUNT No. 10	AMOUNT No. 11	PART NO.	Class. 34	Cod
3	3	34-C-145	Dispatch cases, 3 per Sq and 3 per Gp. Size 5x11x16, Sp. Q-412-1-9, Unit cost $12.00	A
9	0	34-C-270	Dispatch cases, leather, per Gp Gp Stf. Q-EN-40-0, Unit cost $7.42	A
x	x		Pack, complete, per enlisted man	A
			Class. 41	
1	1	41-C-815	Chest, too, carpenter and wheelright U.S.$9.00	A
			Class. 51	
X	X	51-L-332	Lime, chloride, 100 lb. per Sq. 25 lb can $0.06	B
			Class. 54.	
5	5	54-T-7152	Typewriters, Underwood, 12", unit cost $85.00	A
			Class. 64	
0	1	64-R-315	Range, oil burning, (commercial)	A
			Class. 69	
2	2	69-R-440	Rakes, 12" wide, 12 teeth unit cost $0.45	A
2	2	69-S-530	Sickle, hand, Note S-1, unit cost $0.60	A
			Class. 73	
X	X		Sweaters, 1 per crew man (Optional)	A
			No Class.	
X	X		Rations, 2 per man and Officer	B
1	1		Safe, field	A

X - Number determined in description of article.

NOTE #12
Station Equipment
Individual Squadron

AMOUNT	PART NO.	Class. 01-H	CODE
1 per Sq.	30-712	Hub assy., propellor, 3 blade, #30 shaft	
X	30-735	Blade, propellor, 9" dia., 2 per P-12 Sq., 3 per P-6 Sq.	
		Class. 01-I	
2 per Sq.		Extinguishor, fire, type A-2, Fyr-Fyter, Spec. 85-F	
		Class. 17-B	
3 per Sq.	17BH161	Hoist, chain, H.S., auto friction, bearing spur and gear, 2 ton cap.	
		Class. 19	
2 per Plane		Chock, assy., wheel stops.	
X		Dolly for tail skid, 1 per P-12 airplane	
1 per Plane	153402	Stand, maintenance, crew chief, type C.	
1 per Sq.		Truck, heavy duty, field servicing type E-2, complete.	
		Class. 25.	
1 Per Sq.	33B2787	Stand, technical publication reference	
		Class. 29	
6 per Hangar		Brush, floor, hair, 24" Fed. Spec H-678	

All above items are Air Corps Property.
X - NUmber determined in description of article.

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NOTE #12
(Contd.)

AMOUNT	PART NO.	Air Corps Property.	CODE
1 Per Sq.	17BW25	Wheel, buffing, 8" dia. 1½" face	A
1 per Sq.		Funnel, copperized rd., flexible spout, 1 gal.	A
1 Per Sq.	17BW55	Wheel, grinding, Alundum,	A
1 Per Sq.	17BV15	Vise, machinists bench, swivel, base 3½" jaw	A

CODE
A - Permanent in Possession
B - For Field Exercised of ten days or less
C - For extended periods in field.
D - As ordered.

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HEADQUARTERS EIGHTH PURSUIT GROUP, AIR CORPS,
Office of the Group Commander.

MEMORANDUM)
:
NO.....129)

Langley Field, Virginia,
September 14, 1933.

SECTION I
Attachment for Rations

1. Effective after Supper, September 14, 1933, all enlisted men assigned to the 37th Pursuit Squadron, now attached to other units for rations, are detached from such units for rations, and will be rationed with their proper organization commencing with Breakfast, September 15, 1933.

2. Effective after Supper, September 14, 1933, the Detachment Quartermaster Corps, are detached from the 58th Service Squadron for rations, and attached to the 37th Pursuit Squadron, effective at Breakfast, September 15, 1933.

3. Paragraph 3, Section I, Memorandum No. 112, this headquarters, dated August 22, 1933, and paragraph 1, Section I, Memorandum No. 117, this headquarters, dated August 31, 1933, are rescinded, effective this date.

SECTION II
Interpolation, Group Field Equipment List.

1. The equipment lists attached to Section I, Memorandum No. 128, this headquarters, dated September 13, 1933, are amended as follows:

Under Note #2, P-12 Flight and under Note #2, P-6 Flight, add:

Class 01-I

1 ea	048838	Extinguisher, fire, type A-2 (Fyr-Fyter)	A

Under Note #8, add:

Class 24

1 ea	24-B-2010	Bucket, folding, Note S-1, unit cost $1.00	A

Class 74

1 ea	None	Tent, bugproof, and waterproofed (Commercial)	A

Under Note #12, add:

Class 29

1 ea	None	Tester, spark plug.	A

By order of Major JONES:

CHARLES G. GOODRICH,
2nd Lieut., Air Corps,
ADJUTANT.

DISTRIBUTION: "B"
PLUS: (6) add cy on Sq; (1) Gp Comm; (1) Gp Eng Off; (1) File (Original).
(1) Detch. QMC, Post. (2) 37th Sq.

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HEADQUARTERS EIGHTH PURSUIT GROUP, AIR CORPS
Office of the Group Commander

Langley Field, Virginia.
August 30, 1933.

MEMORANDUM : All Concerned

SUBJECT : Revision of Pursuit Gunnery and Bombing Courses.

1. The following is the final up-to-date opinion of the regular officers at present on duty with the Group, on the gunnery and bombing courses that are proper for single seater pursuit pilots. The courses outlined represent the concensus of opinions and experiences of the above officers as expressed in open conferences covering their services prior to and while serving in this command. While the logic that underlies the recommended changes is not outlined herein, nevertheless, the fundamental thought has been to correlate as closely as possible training in gunnery and bombing with pursuit tactics.

2. GUNNERY - - GROUND TARGETS

a. Targets: A 48 " white circle with an 18" black center(as an aiming point), mounted on two 2" X 2" parallel stakes inclined at 60 degrees from the horizontal with the lower edge of the 48" circle 24" from the ground.

b. Number of rounds: 200
c. Number of runs: 4
d. Maximum number of attacks per run: 10.
e. Minimun range fire. 400 ft.
f. Scoring: 1 point per hit anywhere in thetarget. Possible score- - 200.

g. Fouls: Firing at less than 400 feet.
h. Penalties: 5 points per foul; zero score for each run with threee fouls.

3. GUNNERY - - AIR TARGETS.

a. Targets: Red towed target sleeve 4' X 15' .
b. Number of rounds: 100.
c. Number of runs: 2.
d. Number of attacks per run: Unlimited during 4 flights each way of the target over a four mile course.
e. Attacks: Diving attacks starting not less than 500 ft. above the target and with the target behind the trailing edge of the lower plane at the start of each attack.
f. Scoring: One point per bullet hole in the target. Possible score 200 points.
g. Fouls:
(1) Not making a diving attack.
(2) Not starting the attack at least 500 feet above the target.
(3) Not starting the attack above the target.
(4) Not starting the attack with the target behind the trailing edge of the lower wing.
h. Penalties: Ten points per foul; zero score for each run with three fouls.

4. BOMBING-- GOUND TARGETS

a. Target: A 20 ft./diameter white bull with 2 concentric white circles of 40 and 60 feet radius, respectively.
b. Bombs: Delayed action, parachute bombs.(or non-ricoheting practice bombs)
c. Number of bombs: 10.
d. Maximum number of attacks: 10.
e. Attacks: At not greater than 45 degrees with the horizontal, each attack starting at not less than the formation cruising speed of the

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plane and without changing the corresponding throttle setting for the starting speed during the attack.

f. Scoring: Ten points per hit in the 20 ft. bull; seven points per hit out of the bull but within the 40 foot circle; three points per hit outside of the 40 foot circle but within the 60 foot circle. Possible score - 100 points.

g. Fouls:

(1.) Attacking at an angle of greater than 45 degrees with the horizontal.

(2.) Attacking at speeds less than prescribed in para. 4,g., above.

h. Penalties: Ten points for each foul; zero score for three fouls.

R. O. JONES,
Major, Air Corps
Commanding.

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HEADQUARTERS EIGHTH PURSUIT GROUP, AIR CORPS
Office of the Group Commander.

MEMORANDUM)
:
No. 124)

Langley Field, Virginia,
September 8, 1933.

SECTION I
Tentative Table of Organization

1. Effective at midnight, September 10, 1933, the assignment of personnel, and the allotment of grades and ratings to the various departments of the organizations of the Group, and the various special duty departments with which enlisted men of the Group are on duty, shall be as prescribed in the attached tables.

2. Insofar as is practicable, all enlisted men on special duty shall be assigned to the 58th Service Squadron.

3. Fatigue shall be distributed among the organizations of the Group in direct proportion to the balance available for duty in each squadron after deducting from their actual strengths, the totals shown in "H", attached table, the numbers on detached service, special duty and absent (sick, furlough, etc.).

4. All enlisted men, except those key men permanently needed on specialist assignments, and those permanently assigned to the various special duty departments, shall, insofar as is practicable, be equitably rotated through the specialist departments, in order that all men shall obtain a fair measure of technical and administrative training.

5. The uncertainty of overhead demands upon the services of enlisted men of the organizations of the Group have occasioned considerable difficulty in the training of the twenty-four (24) ground crew per tactical organization prescribed by AG 353 (3-10-33) Misc. M-C., W.D., A.G.O., dated April 12, 1933, subject: "Air Corps Training, Heavier-than-air", to: The Commanding Generals of all Corps Areas, etc., and have further embarrassed the organizations in the development and training of the necessary technical specialists, both so essential to the efficient operation of the units, and the proper care, maintenance and inspection of their airplanes.

6. Experience within the Group has demonstrated the need for the permanent assignment of personnel to the several squadron departments, and a minimum overhead requirement per tactical organization (less airplane crews of two enlisted men each), of forty-four enlisted men per three flight squadron (Forty-three (43) enlisted men per two flight squadron), exclusive of the twenty-five (25%) per cent additional, authorized by paragraph 19, Post Regulations, for absentees on furlough or pass (See attached table).

7. While experience has proven the ability of organizations to rely upon having sufficient men at all times to occupy permanently the key specialist positions in their several departments, the same experience has proven their extreme difficulty in retaining permanently assigned airplane crews, each of two men per airplane, adequately trained to ensure the proper maintenance of their airplanes, let alone the impossibility of complying with the provisions of paragraph 6 a (3) (e) 1, AG 353 (3-10-33) Misc. M-C., W.D., A.G.O., dated April 12, 1933, subject: "Air Corps Training, Heavier-than-air", to: The Commanding Generals of all Corps Areas, etc., requiring the training of twenty-four (24) ground crews per pursuit squadron.

8. Consistent therefore, with the policy of the Group Commander, to forestall possible accidents, and in connection with the method of determining the distribution of fatigue throughout the organizations of the group, the following policy on the assignment of personnel to duty in organizations, and the number of airplanes that shall be retained in commission is announced:

a. No airplane shall be retained in commission unless a permanent crew of two enlisted men is assigned to it.

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b. For the present, pursuit squadrons shall operate on the two flight basis with an overhead as follows: BARRACKS: 1 1st Sgt; 1 Mess Sgt; 3 Cooks; 1 Dining Room Orderly; 1 Student Cook; 2 Buglers; 3 Orderlies; 1 Carpenter; 5 Kitchen Police; 1 Boiler Fireman (total 19); ADMINISTRATION: 1 Sq. Sgt. Major; 1 Clerk & Typist (Total 2); SUPPLY: 1 Supply Sgt; 1 Supply Clerk; 1 Hangar Supply Clerk (total 3); OPERATIONS: 1 Opns Sgt; 1 Asst Opns Sgt (total 2); ARMAMENT: 1 Inspector; 2 Armament Sgts; 4 Armament Mechanics (total 7); COMMUNICATIONS: 1 Inspector; 1 Communications Sgt; 1 Communications Mechanic (total 3); ENGINEERING: (Airplane)(exclusive of airplane crews): 1 Inspector; 1 Line Chief; 2 Flight Chiefs; 1 Clerk & Typist; 1 Painter; 1 Carpenter (total 7), a total overhead of forty-three (43) enlisted men.

c. One airplane only shall be retained in commission for each two properly qualified enlisted men available for permanent assignment to airplanes, over and in addition to the above prescribed minimum of forty-three (43) enlisted men. Example: Fifty-three (53) enlisted men permanently available for squadron duty less forty-three (43) enlisted men for overhead, leaves ten (10) enlisted men available for permanent crew assignments to five (5) airplanes, the balance of the aircraft in the organization being carried "Out of Commission, Shortage of Personnel".

d. The 58th Service Squadron will have no airplanes, but this organization will operate as a special duty unit with the following overhead: BARRACKS: 1 1st Sgt; 1 Mess Sgt; 4 Cooks; 1 Dining Room Orderly; 1 Student Cook; 2 Buglers; 4 Orderlies; 1 Carpenter; 1 Painter; 5 Kitchen Police; 1 Boiler Fireman (total 22); ADMINISTRATION: 1 Sq.Sgt.Major; 1 Clerk & Typist(total 2); SUPPLY: 1 Supply Sgt; 1 Supply Clerk(total 2), a total overhead of twenty-six (26) enlisted men.

e. While paragraph 19, Post Regulations authorizes twenty-five (25%) per cent additional to provide for absentees, on furlough or pass, for the present, only a fifteen (15%) per cent overhead shall be added by organizations to their above prescribed minimas.

9. Pursuit planes shall be distributed throughout the group so as to effect an even distribution of planes available for flying. This means primarily, a proper staggering, through the squadrons, of planes, according to scheduled dates of transfer to depots for major overhaul.

10. The table of organization, 58th Service Squadron, indicating the assignment of personnel, grades and ratings, to the various special duty departments, is now in the process of compilation, and when received will be attached hereto.

11. Section I, Memorandum No. 33, this headquarters, dated March 1, 1933, and Section I, Memorandum No. 102, this headquarters, dated July 28, 1933, are rescinded, effective September 10, 1933.

By order of Major JONES:

OFFICIAL

ATTACHMENTS:
"A" Table of Pers.Asgmts to Orgns.
"B" Table of Pers.Asgmts to S.D. Depts.

H. LONGFELLOW,
Capt., A. C.,
ADJUTANT.

DISTRIBUTION: "B"
Plus: (1) Gp. Eng. Off; Gp Arm Off; Gp Comm. Off; Gp Sup Off; ea Sq Eng Off; Sq Arm Off; Sq Comm Off (1) additional cy ea orgn; ea Special Deuty department indicated in Table of Personnel Assignments to Special Duty Departments.

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HEADQUARTERS EIGHTH PURSUIT GROUP, AIR CORPS,
Office of the Group Commander.

Langley Field, Virginia,
September 10, 1933.

TABLE OF ENLISTED PERSONNEL ASSIGNMENTS
TO ORGANIZATIONS: GRADES AND RATINGS FOR DEPARTMENTS
AND DUTIES WITHIN THE EIGHTH PURSUIT GROUP

1	2	3	4	5	6	7
DEPARTMENT OR DUTY	GROUP HEAD-QUARTERS	SERVICE SQUADRON	EACH PURSUIT SQUADRON	TOTAL LESS 37TH. PUR. SQ.	TOTAL INCL 37TH. PUR. SQ.	REMARKS
A: OPERATIONS	6	0	2	12:	14:	(a)Assigned to Flying echelon.
1: Sgt. Maj. (Oper.Sgt)	1-Staff(a)	-	1-Sgt (a)	4:	5:	
2: Asst.Oper.Sgt.	1-Sgt.	-	1-PFC 5cl	4:	5:	(b)Normal basis (3) Flts.(1) per Flt.
3: Statistical Clerk	1-Corp	-	-	1:	1:	
4: School Clerk,Typist	1-PFC 3cl	-	-	1:	1:	
5: Nav.Clerk & Typist	1-PFC 4cl	-	-	1:	1:	
6: Clerk & Typist	1-PFC 6cl	-	-	1:	1:	(c)Normal Basis (1) St.Sgt. per Airplane
B: ADJUTANTS OFFICE	13	2	2	21:	23:	
1: Sgt. Major	1-Tech (a)	-	-	1:	1:	(d) Normal Basis
2: Per. Sgt.Major	1-Tech (a)	1-Staff	1-Staff	5:	6:	(1) per airplane
3: Ass't Sgt. Major	1-Tech	-	-	1:	1:	½ to be Sgts AM 2cl
4: Clerk & Typist	1-PFC	1-Corp.	1-PFC 3cl	5:	6:	and ½ to be Corp
5: Morning Report Clerk	1-Sgt.	-	-	1:	1:	AM 2/cl
6: Distribution Clerk & Typ	1-Sgt.	-	-	1:	1:	
7: File Clerk	1-Sgt.	-	-	1:	1:	(e) Normal Basis
8: Ass't File Clk &Typist	1-PFC 6cl	-	-	1:	1:	@(1) per Flt
9: Orders & Details Clerk	1-Corp	-	-	1:	1:	
10: Runner	1-PFC 6cl	-	-	1:	1:	(f) Normal Basis
11: Typist (a)	1-PFC 6cl	-	-	1:	1:	(1) per Flt.
12: Per. Clerk Hq. Det.	1-PFC 3cl	-	-	1:	1:	
13: Janitor	1-PFC 5cl	-	-	1:	1:	
C: SUPPLY	3	2	3	14:	17:	
1: Supply Sergeant	1-Staff(a)	1-Staff	1-Staff	5:	6:	
2: Supply Clerk	1-PFC 5cl	1-PFC 4cl	1-PFC 5cl	5:	6:	
3: Supply Clerk	1-PFC 5cl	-	-	1:	1:	
4: Supply Hanger	-	-	1-PFC 4cl	3:	4:	
D: ENGINEERING (AIRPLANE)	4	0	31	97:	128:	
1: Inspector	1-Tech (a)	-	1-(a)	4:	5:	Mr.Sgt.or Tech.Sgt
2: Ass't Inspector	1-Staff(a)	-	-	1:	1:	
3: Line Chief	-	-	1-Mr.Sgt(a)	3:	4:	
4: Flight Chiefs	-	-	2-(a)(b)	6:	8:	Mr.Tech or St.Sgt.
5: Crew Chiefs	-	-	12-(a)(c)	36:	48:	St.Sgt & Sgt. AM
6: Ass't Crew Cheifs	-	-	12-(d)	36:	48:	Sgt,Cpl & Pvt.AM
7: Clerk & Typist	1-Corp	-	1-PFC 3cl	4:	5:	
8: Painters	-	-	1-PFC 2cl	3:	4:	
9: Carpenters	-	-	1-PFC 2cl	3:	4:	
10: Gas Truck Driver	1-Pvt 2cl	-	-	1:	1:	

"ATTACHMENT A
(1)

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1	2	3	4	5	6	7
E. ENGINEERING:ARMAMENT:	2	0	7	23	30	
1. Inspectors	1-Staff(a)	-	1-Staff(a)	4	5	
2. Clerk	1-Corp	-	-	1	1	
3. Armament Sergeants	-	-	2-(e)	6	8	Corp or Pvt.AM.
4. Armament Mechanics	-	-	4-(f)	12	16	Corp or Pvt.AM 2cl
F. ENGINEERING COMM:	2	0	3	11	14	
1. Inspectors	1-Staff(a)	-	1-Staff(a)	4	5	
2. Communications Sgts.	-	-	1-PFC AM	3	4	
3. Communications Mech.	-	-	1-PFC AM	3	4	
4. Clerk	1-PFC	-	-	1	1	
G. BARRACKS	1	22	19	80	99	
1. First Sergeant	-	1-1st Sgt	1-1st Sgt	4	5	
2. Mess Sergeant	-	1-Sgt	1-Sgt	4	5	
3. 1st Cook	-	1-PFC 4cl	1-PFC 4cl	4	5	Cook per Sq in Flying Cadres
2nd Cook	-	1-PFC 4cl	1-PFC 4cl	4	5	
3rd Cook	-	1-PFC 5cl	1-PFC 5cl	4	5	
4th Cook	-	1-PFC 6cl	-	1	1	
4. Dining Room Orderly	-	1-PFC	1-PFC	4	5	
5. Student Cook	-	1-Pvt	1-Pvt	4	5	
6. Buglers	-	2-PFC	2-PFC	8	10	
7. Orderlies	1-Pvt	4-Pvts	3-Pvts	14	17	
8. Carpenters	-	1-PFC 3cl	1-PFC 3cl	4	5	
9. Painter	-	1-Pvt 6cl	-	1	1	
10. Kitchen Police	-	5-Pvts	5-Pvts	20	25	
11. Boiler Fireman	-	1-PFC	1-PFC	4	5	
H. TOTAL S.D. IN HANGERS & BARRACKS	31	26	67	258	297	
d. 20% of "H" additional for Sk. Fur. etc.	6	5	14	53	57	
J. Total Squadron	37	31	81	311	354	
K. No. In Flying Echelon	9	0	21	21		on basis of 2 Flt Sqs; increased to 28 in 3 Flt Sqs effective July 1, 1933
L. Detached Service	1	2	10	33	33	
M. D.S. CCC.	-	7	8 1/3	32	38	
N. Post Special Duty	-	104	0	104	116	
O. Group Special Duty	-	12	1	15	15	
P. 20% of "N"&"O" additional for Sk. Fur. etc.	0	15	0	15	15	
Q. Total	38	171	100 1/3	510	571	
R. Present Strength	18	141	119 2/3	543	604	
S. Available for Fatigue at Present Strength	6	-	19 1/3	8	0	
T. Authorized Strength	35	171	129	593	722	
U. Available for Fatigue at Auth. Strength	0	0	28 2/3	83	112	

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HEADQUARTERS EIGHTH PURSUIT GROUP AIR CORPS
Office of the Operations Officer

Langley Field, Virginia.
September 1, 1933.

OPERATIONS MEMORANDUM)
:
NUMBER 15)

INDIVIDUAL COMBAT QUESTIONAIRRE.
Gun Camera.
Code Symbol W-7.

I. The following compilation of questions dealing with individual combat (gun-camera), and prepared from the lists of questions submitted by all the officers of this command, pursuant to Operations Memorandum No. 5, dated July 24, 1933, these headquarters, is issued for the information of all concerned.

II. Instructions shall be issued periodically for all officers to submit additional questions covering additional and more advanced phases of individual and unit combat tactics up to and including the squadron and group. The preparation of the answers to these questions and their final compilation into a manual for pursuit tactics shall be covered in separate instructions.

III. The questions submitted have been segregated into logical headings as follows:

1. Safety precautions.
2. Equipment.
3. Maneuvers and stunts.
4. Weather conditions.
5. Preparation for combat.
6. Approach to combat sector.
7. Patrol tactics.
8. Initiating combat.
9. Individual combat.
10. Breaking off combat.
11. Dawn and dusk patrols.
12. Night patrols.

IV. SAFETY PRECAUTIONS:

1. Why are camera guns mounted on the same side of all planes in the Group?
2. Why are camera and machine guns never loaded at the same time?
3. What safety is gained by mounting the camera guns under the cowls rather than exposed out on the wings?
4. Why should only Class A (Maintenance Condition) planes be flown in combat?
5. In what combat situations is the vertical stall dangerous? Why?
6. In what combat situations is the blind angle of the top plane dangerous?
7. What combat altitudes are apt to induce the inverted spin?
8. Why are unintentional stalls and spins dangerous in combat?
9. What safety underlies the rule of only firing in the 120° rear cone?
10. What is the training advantage of this rule?
11. To what extent should this rule be discarded in actual war combat?
12. Why are heavy penalties given for violations of this rule in our gun camera combats?
13. Why is the minimum 3000 foot altitude prescribed for combats?
14. What is the minimum altitude that insures no annoyance to local inhabitants?

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Section IV (cont'd.)

15. What is the danger of patrolling too long at oxygen altitudes?

16. If you follow an opponent into a cloud, what is his most dangerous maneuver to you?

17. How can you guard against it?

18. What must you guard against when patroling in the marginal mists of clouds, particularly stratus clouds?

19. What precautions should be taken before taking off on a combat mission?

20. What precautions should be taken after actually engaging in combat?

21. Should sector areas be strictly adhered to during combat? Why?

22. What is a safe height above which to combat: (a) on a day with good visibility; (b) on a day with poor visibility?

23. Below what altitude is it unsafe to combat?

24. What is the minimum safe range between opponents engaged in air combat?

25. In actual warfare what would be the minimum safe closing range?

26. What is the minimum safe distance to follow behind a plane in combat?

27. Is it considered dangerous for an opponent to cut his motor when you are on his tail?

28. Would very high altitudes have effect on pilots wile engaged in individual combat?

29. Do violent maneuvers performed in combat cause undue strain on the airplane?

30. What effect do these maneuvers have on the physical condition of the pilot?

31. Is there danger in a tight "pull around" or "pull out" of staying unconscious long enough to be unable to recover in 3000 or 4000 feet altitude after straightening out?

32. If so, would one be so completely unconscious as to be unable to jump?

33. How, if there is a method, can "blacking out" be remedied?

34. In practice combat, what is a good signal to let your opponent know that you or your plane are in distress?

35. Is there any signal to let each pilot know when the other has run out of ammunition so that the combat may be ended by mutual agreement?

36. Why not count hits of any nature during combat?

37. When engaged in individual combat, what are some of the things you should keep in mind for your own safety?

38. What safety precautions should be observed in respect to altitude, diving on unsuspecting planes, breaking off combat, etc?

V. EQUIPMENT:

39. What is brought out in combating planes of different types?

40. Which is the most desirable feature of the pursuit plane - speed, maneuverability or climb? Why?

41. What is the relative importance, and why, of speed, climb and maneuverability?

42. What is the disadvantage of the top plane in combat? In patroling?

43. How does the lower plane handicap you in patroling? In combat?

44. Is the critical altitude for which the plane is supercharged the best altitude for combating that plane?

45. Having joined combat with a plane of a different type, how should the type of plane influence the tactics used?

46. Should the type of ship or motor be taken into consideration in deciding a victor?

47. What is the best altitude for combating in a P-6E type of airplane?

48. What is the best altitude for combating in a P-6D supercharged airplane?

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Section V. (cont'd.)

49. What is the best altitude for combating in a P-12 type airplane?

50. Approximately how long does the fuel supply of a P-12 last in combat? A P-6E? A P-6D?

51. Does an auxiliary tank offer any serious drawback in combat?

52. Would a full belly tank be an advantage or a disadvantage? If so, when?

53. What is the value of .50 calibre guns in combat?

54. What is the effective range of .30 calibre machine gun firefor air combat?

55. What is the effective range of .50 calibre machine gun fire for air combat?

56. What are the advantages of the camera gun in the training of a combat pilot?

57. Is the camera gun an efficient weapon for training if the angles of lead and the varying speeds of the ship are not taken into consideration? Why?

58. How many bursts do you get out of one roll of film?

59. Should "full gun" be used while engaged in combat?

60. Should the altitude adjustment be used while engaging in an aerial combat?

61. What is the disadvantage of guns and sights not being on the same line?

62. How, and when, does the cutting out of the P-12 motor in a sudden movement forward of the stick handicap you?

VI. MANEUVERS AND STUNTS:

63. In air combat are there any aerobatics not permitted? If so, which ones?

64. (a) What standard acrobatic maneuvers are employed in combat?

(b) What acrobatic maneuvers should be avoided in combat?

65. Are violent or snap maneuvers of any value?

66. Are stunt maneuvers of any value in combat?

67. Is a snap roll of value in shaking someone off your tail?

68. Is a snap roll advisable with someone on your tail?

69. Are skidding and slipping of value or will better results be obtained in combat by perfect coordination at all times?

70. Is inverted flying of value in combat?

71. Is the vertical reversement of any value?

72. Is an inverted vertical reversement useful in combat?

73. If one falls into a spin, is it not best to run for home?

74. If you are on your opponent's tail, how concerned are you with stunts, and which ones?

75. If an opponent is on your tail how concerned are you with stunts, and which ones?

VII. WEATHER CONDITIONS:

76. What use should be made of existing atmospheric conditions such as haze, clouds or sunlight?

77. In combat, how can you take advantage of weather conditions?

78. Are clouds an advantage or disadvantage?

79. How close to cloud masses should combat be fought? (a) On a day with scattered small cbuds? (b) dense clouds? (c) blanket clouds?

80. What are the advantages and dangers of the different cloud formations for surprising or avoiding an opponent?

81. Should combat be practiced among clouds?

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Section VII (cont'd.)

82. Should one take advantage of clouds?
83. Does cover afforded by cloud masses affect the procedure of combat?
84. If an opponent dives into a cloud during combat, what should be the decision of the other pilot?
85. Should a pilot fly through or into a cloud to shake his opponent?
86. How can the sun best be used for concealment?
87. Is it advisable to pull into the sun or clouds in trying to throw someone off you tail?
88. Is shooting into the sun permissible?
89. How do you search the sun for an opponent?

VIII. PREPARATION FOR COMBAT:

90. What qualifications must a pilot have before engaging in air combat?
91. What should a pilot consider about his gun camera before going out on a combat mission?

IX. APPROACH TO COMBAT SECTORS:

92. What is the best method of approaching your sector?
93. How would you enter the combat sector?
94. At what altitude would you approach a sector in which an enemy had been reported?

X. PATROL TACTICS:

95. Ordinarily, what territory can a single ship effectively patrol?
96. What is the best altitude to fly when patrolling an area?
97. With overcast clouds at plane's ceiling, what is the best altitude to patrol?
98. What is the best altitude at which to fly when expecting combat?
99. What are the best maneuvers, when patroling, to prevent surprise attacks?
    a. From above?
    b. From below?
    c. From the same altitude?
    d. From the sun?
100. What is the best method of keeping in the sun?
101. What is the best position to strive for before starting combat?
102. At what altitude does a P-6E perform best?
103. At what altitude does a P-6D perform best?
104. At what altitude does a P-12C perform best?
105. At what altitude does a P-12D perform best?
106. At what altitude dhould patrol be carried on in a P-12? In a P-6E? In a P-6D supercharged?
107. Are combat areas now in use large enough?

XI. INITIATING COMBAT:
108. Is it best to start out offensively or defensively?
109. What tactics should be employed after sighting an opponent well below you?
110. After sighting one well above you?
111. After sighting one on your own level but some distance off?
112. When is it advisable to close with your opponent?
113. What is the best method of approaching an opponent if you are at a higher altitude?

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114. What is the best [illegible]

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Section XI (cont'd.).

114. What is the best method of approaching an opponent if you are at a lower altitude?
115. What method should be used in initiating combat?
116. What is the best all-round method of approaching in combat?
117. What is the best manner to approach an airplane in starting combat?
118. What is the best method of attack in combat?
119. How, and at what altitude, should an air combat be started?
120. Is it easier to approach an opponent unseen from the rear and below, or from above and from the sun?
121. (a) How do you engage in combat if your altitude is the same as your opponent's?
(b) How do you engage in combat if your opponent has more altitude?
(c) How do you engage in combat if your opponent has less altitude?
122. Having sighted the enemy below you, how best can you use your advantage?
123. Is a diving approach advantageous?
124. When you have the advantage of altitude, what method of approach and attack would you consider best to use against your opponent?
125. Which is the best diving approach, from the rear, from the sides, or in the sun to ones opponent?
126. What is the best diving speed against a plane below: (a) that is not aware of your prescence? (b) that sees you coming?
127. What is the most successful way of meeting a diving attack from a higher altitude?
128. Having sighted the enemy above you, what tactics should be followed?
129. When should combat not be initiated from the sun?
130. Is an attack with the sun as a background permissible?
131. Generally, what is the best method of attack, assuming your opponent's planes are faster but not as manouverable?
132. Generally, what is the best method of attack, assuming youropppnents planes are slower, but more manouverable?
133. How would you engage an opponent who has a better plane, but less altitude?
134. Considering the ability of the pilots approximately the same, should a slower, less manouverable ship attack a faster, manouverable one?
135. Is it advisable to attack a faster plane other than by a single diving attack.
136. If you know your opponent has a faster ship than yourself, what effect will it have on your method of attack?

XII. INDIVIDUAL COMBAT:

137. Why do pursuit pilots practice individual combat?
138. Should a pilot give a lot of attention to flying his own plane, or should he concentrate on the movements of his opponent?
139. What can you expect of green and inexperienced pilots in combat?
140. What are the usual mistakes made by inexperienced pilots in combat?
141. Why is the number of hits used as a basis of scoring instead of the old time method . where the man that made the first direct hit won the combat?
142. Are victories scored against you when forced below three thousand feet by a dead or missing engine?
143. Is ability as a pilot or a marksman of the more importance in combat?

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Section XII (cont'd.)

144. How can you estimate the proper distance to begin firing?

145. Looking down the sighting bar, how, and on what, do you aim?

146. What is the best method of practicing not to fire when your sights are just off your opponent?

147. Should you attempt to hold your sights on your opponent, or rake him?

148. What length bursts are most effective?

149. Are shots from the front quarters effective?

150. Is shooting straight up permissible?

151. What is the best position for a killing shot?

152. What is the difference in the technique of an ordinary dog-fight without gun cameras and a combat with gun cameras?

153. In the future, will aerial combats degenerate into dog fights?

154. What should be a pilot's decision if the motor of an equal opponent's plane loads up during combat and he is forced to dive below 3000 feet to start it.

155. Is it advisable to tighten a circle to the spinning point?

156. How can a pilot tell what his best throttle setting is for the smallest circle?

157. How can the advantage be gained when flying in a tight circle, ships being equal?

158. If in a circle, and your opponent can bank up steeper than you, what should you do?

159. Is a fast ship or one with a short turning radius more desirable for combat purposes?

160. What is the best maneuver to use for making a break to get on your opponent's tail when you are following each other around in a tight circle?

161. Should one try a "chance" shot by cutting across the circle, even though this sacrifices position and speed?

162. Ships and pilots being equal, if your opponent is on the other side of the circle, what maneuver have you found best in getting a shot at him?

163. What is the best method of breaking out of a prolonged Luffberry or Squirrel cage?

164. With you and an enemy in a "Luffberry" what are some ways of getting on his tail?

165. Can shots be fired from a close Luffberry with the minimum range set at one hundred yards?

166. What advantage does altitude have in combat?

167. Is the keeping of superior altitude always advisable? Why?

168. Is altitude such an important factor in combat?

169. Your opponent has altitude on you and is initiating combat from above, what would you do?

170. Being at a lower altitude, how could you still hold the advantage?

171. If you altitude is less than your enemy's, what is the best [illegible] maneuver to gain the advantage?

172. If your opponent has altitude on you, what is the best method of continuing the fight?

173. What are the best tactics to employ if your opponent has the advantage of altitude?

174. What is the best maneuver to ward off an attack from above?

175. Under what conditions should you retain your altitude when your opponent tries to dive away from you?

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X

SECTION XII (cont'd.)

176. What are the best tactics of:
A P-6E vs A P-6D, P-12C and P-12D
A P-6D vs A P-6E, P-12C and P-12D
A P-12C vs A P-6E, P-6D and P-12D
A P-12D vs A P-6E, P-6D and P-12C

177. (a) To what altitude do you endeavorto carry the combat if your opponent is in a P-12 and you are in a P-6E?

(b) To what altitude do you endeavor to carry the combat if your positions are reversed?

178. (a) To what altitude do you endeavor to carry the combat if your opponent is in a P-6D and you are in a P-12?

(b) To what altitude do you endeavor to carry the combat if your positions are reversed?

179. If your opponent has surperior altitude performance, what is your most advantageous method of procedure?

180. In a case of two pilots of equal ability and two equally maneuverable ships, when does one hold an advantage?

181. Your opponent has superior speed and climb, your plane is more maneuverable, what tactics would you use?

182. The reverse is true, what tactics would you use?

183. If your opponent has superiority of speed, and you of maneuverability, how do you fly your ship?

184. Your opponent has superior speed, climb and maneuverability, what defensive tactics should be employed?

185. With ships of equal maneuverability, do you find a climbing attack or losing altitude more successful?

186. What position, relative to the other plane, give the greatest advantage?

187. After once gaining an advantageous position, is it better to cut down the distance gradually, or to make short swooping attacks returning to the original position after each encounter?

188. What tactics to keep the advantage once you have gained it?

189. If you are engaged in combat with a plane of similar characteristics, and capabilities as your own and the enemy obtains a definite advantage over you, and you want to make a get away, what would be the method you would use to keep his hits down to a minimum?

190. What is the best method of maneuvering to get on an enemy's tail when surprised?

191. What is the best way to keep an adversary with a superior climbing plane from getting on your tail?

192. Opponent is on tail, but out of range; what tactics to gain the advantage?

193. What is the best method to keep from being shot down if enemy has advantage and you are out of ammunition?

194. Is there any definite way of shaking an opponent off your tail?

195. If engaging a plane in combat from a head on position of the same altitude, what is the best maneuver for throwing yourself immediately on his tail?

196. If you do get on your opponent's tail, what is the best distance to stay behind him?

197. Should you endanger your position behind your opponent to obtain a shot?

198. Should a pilot follow his opponent through all manouvers?

199. How best can one use excess speed such as is gained by a long dive when on the defensive? When on the offensive?

200. Are long dives a good defensive maneuver?

201. What tactics to use coming out of dive with opponent on your tail?

202. Is high diving speed or high rate of climb more desirable in a plane?

203. Is "dive and zoom" method preferable to a continuous attack?

204. What part does the throttle play in combat?

205. How do you keep an enemy plane from taking a shot at you when he throttles down and you go past him?

206. Should it be permissible for a pilot to cut his gun in order to cause a close following pponent to over run?

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Section XII (cont'd.)

207. What maneuvers are considered most valuable for use in combat?
208. What maneuvers are most effective in aerial combat?
209. In combat, can you fly with advantage such maneuvers as loops, barrels and Immelmans?
210. How would you attack a plane in a stall?
211. What is the danger of stalling in combat?
212. Is a stall shot ever advisable?
213. Is pulling up in a stall a practical way to get a ship off your tail?
214. What should be done when your opponent attempts to evade you by spinning?
215. What attack should be used against a spin defense?
216. How would you attack a plane flying inverted?
217. Is an inverted vertical reversement a good maneuver to use for shaking someone off your tail?
218. What do you dowhen your opponent dives into a cloud?
219. Is it a good policy to pull up into the sun to shake someone off your tail?

XIII. BREAKING OFF COMBAT:

220. When is a combat considered finished?
221. When is the enemy definitely beaten?
222. How and at what altitude is an air combat ended?
223. What is the best way to break off combat when out of ammunition?
224. How do you break off combat if you are in a P-6E and your opponent is in a P-12?
225. Ships and pilots being equal, what maneuvers do you consider best to terminate the combat?
226. What tactics do you use to terminate combat: (a)when on opponent's tail; (b) when opponent is on your tail?
227. When you have exhausted your film, what is the best method to leave the area without giving your opponent a chance to shoot at you?
228. What is the best way to break off combat with an adversary who is flying a better climbing plane?
229. If you have securedone good burst, is it advisable to climb and come home?
230. If attack is started in assigned sector, should you stop your attack when enemy leaves the sector?

XIV. DAWN AND DUSK PATROLS:

231. What is a dawn patrol?
232. What is a dusk patrol?
233. When on a dawn or dusk patrol, patrolling your sector, what wouldyou look for?
234. To overcome the poor visibility apparent on a dawn or dusk patrol, how would you approach and patrol your sector?
235. What difference, if any, is there between initiating fighting, and breaking off an air combat at dawn and in broad daylight?
236. At the completion of a dawn patrol after what hour do you land?
237. At the completion of a dusk patrol after what hour do you land?

XV. NIGHT PATROL:

238. Do night pursuit tactics differ materially from those empolyed in the daytime, and if so, how?

239. How can pursuit be employed at night with any degree of success?

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By order of Major JONES:

GUY B. HENDERSON,
1st Lieut., A. C.
Operations Officer.

OFFICIAL:

GUY B. HENDERSON,
1st Lieut., A. C.
lmf/ Operations Officer.

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HEADQUARTERS EIGHTH PURSUIT GROUP, AIR CORPS,
Office of the Officer.

Langley Field, Virginia.
August 15, 1933.

OPERATIONS MEMORANDUM)
:
NUMBER 10)

TRAINING PROGRAM,
Provisional
For year ending June 30, 1934

1. a. War Department letter, dated July 3, 1933, subject: "War Department Training Directive", having advised this office that no formal War Department Training Directive would be issued covering this training year due to demands of the Civilian Conservation Corps, the following provisional schedule is prescribed for the Group.

b. Attention is invited to the provisions contained in letter, A.G.O., dated April 12, 1933, subject: "Air Corps Training, Heavier-than-air", and particularly to the allotment of flying hours therein.

2. MISSIONS: To be ever ready to take the field for combat service.

3. a. OBJECTIVES: To develop combat efficiency by the use of gun cameras.

b. To perfect the individual qualifications of officers and men as members of combat teams.

c. To perfect the Group's present flying and rear Echelons of personnel and field equipment for field service.

d. To develop types of Element, Flight, Squadron and Group close formation flying that follow most naturally from equivalent tactical formations.

4. a. POLICIES: Squadrons shall operate as self sufficient units.

b. The coordination of Group Training shall be effected by these headquarters by the designation of training objectives. The methods of attaining these objectivesshall be determined by the Squadrons.

c. Attainment of training objectives and proficiency in the subjects prescribed in paragraphs 6 & 7 below shall be gauged by Group tests and competitions.

d. Limitations imposed by Civilian Conservation Corps and other service exigencies may be expected to exert a hardship upon the Group activities from time to time. Hence, the qualifying subjects listed below for "Air Training" are placed in their order of priority. Qualification in these subjects shall be reached before flying the main missions specified. Training shall progress only so far as adequate supervision (necessary to safeguard life and property) is possible with the depleted strength of the Group. Squadron Commanders are enjoined to acquaint the Group Commander immediately when careful supervision of their activities cannot keep pace with progress in training.

5. a. TRAINING SCHEDULES, for the Group, shall be published by the 25th of each month, anticipating the succeeding month's requirements upon the Squadrons.

b. SQUADRON SCHEDULES shall be submitted to these headquarters by the 5th of the month, covering the proposed schedule for the current month. By that same day, each month, each Squadron shall also submit the preceding month's schedule as actually accomplished.

6. TRAINING shall be conducted during the duty hours prescribed in Post and Group calls, except for Reserve Officers' Committee Reports, which may have to be prepared otherwise.

7. AIR TRAINING shall be accomplished in the priority indicated in column 1, below:

PRIORITY	CODE SYMBOL	QUALIFYING SUBJECTS and MAIN MISSIONS.	REMARKS AND REFERENCES TO GROUP MEMOS.	Appr. Hrs. 1st Yr.
1	-	Group Orders	See compilation of Group Memos	-
2	O-15	Local familiarization flights	See Manuals on P-12 & P-6	No data
3	W-1	Acrobatics, individual	See Opns. Memo. #8, 8-9-33	9
3	W-13	Instrument flying	In P-6Ds & P-6Es only until proper equipment is available.	½

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Opns. Memo. No. 10, cont'd.

PRIORITY	CODE SYMBOL.	QUALIFYING SUBJECTS and MAIN MISSIONS	REMARKS AND REFERENCES TO GROUP MEMOS.	AVIR HRS. PER YR.
4	O-2	Training avigation flts	See Opns. Memo. #5, 7-24-33	No data
5	W-2	MAIN MISSION: AVIGATION INDIVIDUAL	See Opns. Memo. #1, 5-10-32 Gp. Memo. #5, 7-26-32 Opns. Memo. #23, 10-31-32 Gp. Memo. #31, 10-18-32 Gp. Memo. #41, 11-17-32 Opns. Memo. #44, 1-21-33 Opns. Memo. #52, 3-29-33 Gp. Memo. #38, 3-14-33 Opns. Memo. #59, 4-18-33 Opns. Memo. #61, 4-28-33 Gp. Memo. #96, 7-12-33	39
6	W-8	Close formation flying	See Opns. Memo. #61, 4-28-33	34
6	-	Bore and sight alignment	See Sec II, Opns. Memo. #4, 7-21-33	
7	W-12	Gunnery vs ground targets	No ammunition allowances this year	
8	W-11	Gunnery vs tow targets	No ammunition allowances this year	
8	W-10	Gun camera vs target plane	See Opns. Memo. #47, 2-4-33	No data
9	NW-15	Night flying, individual	See Opns. Memo. #48, 2-9-33	1½
9	W-7	MAIN MISSION: INDIVIDUAL COMBAT (GUN CAMERA)	See Opns. Memo. #47, 2-4-33 as amended by Opns. Memo. #4, 7-21-33; #5, 7-24-33; #7, 8-1-33; & #9, 8-14-33	
11	W-6	Bombing vs ground targets	No bomb allowances this year	
11	W-24	Radio communication	See Gp. Memo. #15, 1-30-33 See III, Memo. #17, 2-3-33.	
11	NW-8	Night flying, formation	See Opns. Memo. #48, 2-9-33 Post Opns Ord. #8, 1-11-33 Cir. 60-10, OCAC, 4-20-32	
11	W-14	Flights to altitude		½
11	W-26	Domestic disturbances	See Opns. Memo #26, 11-9-32	
12	O-1	Acrobatics, formation	See Opns. Memo #8, 8-9-33	
13	W-22	MAIN MISSION: PURSUIT TACTICS (GUN CAMERA)	To be developed by Squadron using gun cameras	30
14	-	Equipment, organization & Operations of flying echelon in the field	See field equipment lists Gp. Memo #64, 4-25-33 (Tent)	
15	W-9	MAIN MISSION: FLYING ECHELON FIELD EXERCISES	None authorized this year	
16	-	Equipment, organization & Operation of the Gp. in the field.	See field equipment lists (Tent)	
17	W-9	MAIN MISSION: GROUP FIELD EXERCISES	None authorized this year.	

a. RECORD FIRING. Record gunnery and bomb dropping would normally be conducted in June and July were ammunition and bomb allowances authorized.

b. Practice and training in gunnery and bomb dropping, were allowances therefor authorized, would normally be accomplished as prescribed in the priority for Air Training above. However, training in addition thereto would normally be continued throughout the training year.

c. Pistol firing, normally, in August and September.

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8. RESERVE OFFICERS' COMMITTEE REPORTS.

a. In conformity with Group Orders extant, Committees of Reserve Officers shall prepare reports upon the following subjects:

(1) Flying regulations, Military & Dept. of Commerce.
(2) Design characteristics and maintenance of planes and engines with which the Group is equipped.
(3) Maintenance and installation of pursuit armament equipment, including gun cameras.
(4) Maintenance and installation of pursuit radio equipment.
(5) Description, care and installation of pursuit airplane instruments.
(6) Technique of pursuit close formation flying and signals.
(7) Technique of cross country flying and use of cross-country envelopes.
(8) Technique of pursuit combat, individual, element, flight, squadron and Group.
(9) Technique of pursuit aerial gunnery and bombing.
(10) Technique of airplane flight testing.
(11) Orders and regulations of the post, wing, group and squadron.
(12) Organization and operation of the post, wing, group and squadrons.
(13) Administration and paper work of the group and squadron.
(14) Duties of group and squadron officers.
(15) Drill regulations for close order ground drill and ceremonies of the group and squadron.
(16) Guard duty.
(17) Customs of the Service.
(18) Articles of War and Manual of Courts-Martial.
(19) Mess management.
(20) Riot duty.
(21) Chemical warfare.
(22) Digest of Group Orders and Memoranda.
(23) Operation of Airplanes.
(24) Equipment, organization and operation of the 8th Pursuit Group flying echelon, in the field.
(25) Equipment, organization and operation of the 8th Pursuit Group in the field.

9. ENLISTED MECHANICS' TRAINING.

a. Subjects prescribed. (See par. 18, a, AF 350-2505.

(1) Airplane maintenance and inspection
(2) Engine maintenance and inspection.
(3) Maintenance and installation of pursuit armament equipment, including gun cameras.
(4) Maintenance and installation of pursuit radio equipment.
(5) Description, care and installation of pursuit airplane instruments.

10. UNIT TRAINING.

a. Subjects prescribed.

(1) Close order drill and ceremonies.
(2) Calisthonics.
(3) Squadron inspections.
(4) Squadron guard.
(5) Squadron police of buildings and grounds.
(6) Squadron athletics.
(7) Chemical warfare.

By order of Major JONES:

GUY B. HENDERSON,
1st Lieut., A. C.
Operations Officer.

OFFICIAL:

GUY B. HENDERSON,
1st Lieut., A. C.
Operations Officer.

lmf/

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NO. ANNEX V - 4 SIGNAL CORPS PLAN TO A. C. PORT OF DEPARTURE - SPECIAL PLAN TAN

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O. C. S. O.

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Date Initials

IN REPLY REFER TO
OCSigO 381 Gen.

WAR DEPARTMENT rc
OFFICE OF THE CHIEF SIGNAL OFFICER
WASHINGTON

October 30, 1939.

Subject: Plan - Tan.

To: Commanding Officer, Air Corps Airport of Departure, Miami, Florida(Lt. Col. Walter R. Weaver, A.C., Room 1058, Munitions Bldg., War Department, Washington, D.C.)

1. Inclosed herewith are five (5) copies of Annex V - 4, Signal Corps, to Unit Plan - Tan, Air Corps Airport of Departure.

2. The Chief Signal Officer desires that the attached receipt be accomplished and returned.

For the Chief Signal Officer.

G. L. Van Deusen,
Major, Signal Corps,
Executive.

2 Incls.
#1 - Annex (quintuplicate)
#2 - Receipt

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ANNEX V - 4

SIGNAL CORPS

CONTENTS

General Plan
Appendix No. 1 - Signal Operation Instructions
Appendix No. 2 - Personnel
Appendix No. 3 - Equipment and Supplies
Appendix No. 4 - Wire Service
Appendix No. 5 - Meteorological Service

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GENERAL PLAN

1. GENERAL. - The following provisions will govern the arrangements for and the operation of the essential signal communication and meteorological services at the Air Corps Airport of Departure, Miami, Florida.

2. RADIO COMMUNICATION. - a. The radio service to be provided for the Air Corps Airport of Departure will consist of:

(1) The ground radio station necessary during the concentration of the Air Force at the Pan American Airways Airport, Miami, Florida.

(2) The ground radio stations necessary at Miami and Key West, Florida, for the ferrying of the Air Force to Havana, Cuba, and for the operation of cargo transport airplanes between Miami and Havana.

(3) The ground radio station necessary for direct radio communication between the Air Corps Airport of Departure at Miami and the G.H.Q. Air Force headquarters after its arrival at Havana, Cuba.

(4) The ground radio station at Miami necessary for communication between the Air Corps Airport of Departure and the War Department (through the headquarters of the Fourth Corps Area radio net).

(5) The ground radio station necessary at Miami, Florida, for receiving the essential radio broadcasts from the Navy Radio Station, "NAA", at Arlington, Virginia, relating to meteorological service.

(6) Signal operation instructions (see Appendix No. 1) indicating the radio call signs, operating frequencies, and methods of operation in order to insure:

(a) Communication between airplanes and ground radio stations mentioned in subparagraphs (1) and (2) above.

(b) That airplanes will be able to follow the beams of the Department of Commerce radio range beacons at Miami and Key West in flying between Miami and Havana.

b. The Signal Corps will provide the equipment and personnel for the operation of the ground radio stations enumerated in subparagraphs a (1), (2), and (4) above, plus the ground station at Miami used for direct communication with G.H.Q. Air Force headquarters at Havana (see subparagraph a (3) above).

c. The Air Corps will provide the personnel necessary for the installation and operation of the ground radio stations at G.H.Q. Air Force headquarters at Havana, Cuba, that are used for ferrying operations and for direct radio communication between G.H.Q. Air Force Headquarters at Havana and the Air Corps Airport of Departure at Miami. The Signal Corps will provide the necessary equipment for these stations.

d. For further details as to personnel and equipment see Appendices Nos. 2 and 3.

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3. WIRE COMMUNICATION. - The Signal Corps will provide the equipment and personnel required for the operation of the wire telephone and telegraph service. This in general will consist of:

a. Telephone service. - The telephone service to be provided for the Air Corps Airport of Departure, Miami, Florida, will consist of a two-section, 160 line, private branch exchange connecting with

(1) The necessary local telephones required by the various offices and activities of the Airport of Departure.

(2) The central office telephone exchange in the city of Miami. Ten trunk lines will be provided for this connection to insure adequate service for outside calls including long-distance toll calls.

b. Telegraph service. - The telegraph service to be provided for the Air Corps Airport of Departure, Miami, Florida, will consist of direct telegraph circuits using teletype printers connecting the airport with

(1) The ground radio station at Key West used for ferrying operations of airplanes.

(2) The ground radio station at Chapman Field, Miami, used for communication with the War Department.

c. For further details as to personnel and equipment see Appendices Nos. 2 and 3.

d. For further details as to service see Appendix No. 4.

4. METEOROLOGICAL SERVICE. - The Signal Corps will provide the necessary personnel and equipment for the operation of the meteorological service at the Air Corps Airport of Departure, Miami, Florida. For details as to personnel and equipment see Appendices Nos. 2 and 3. For details as to operations see Appendix No. 5.

5. SIGNAL SUPPLY SERVICE. - The Signal Corps will provide at Miami, Florida, a signal supply and repair service for the repair of the ground radio stations to be located thereat and the radio sets of arriving airplanes. For details as to personnel and equipment see Appendices Nos. 2 and 3.

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APPENDIX NO. 1

SIGNAL OPERATION INSTRUCTIONS

RADIO COMMUNICATION

1. Plate No. 1 shows schematically the general plan for radio communication, giving location of ground radio stations, calls and frequencies, types of sets and other pertinent data.

2. The equipment required for the installations at Miami will be shipped to Chapman Field to be held for immediate release on M-Day.

3. The ground radio station at Miami necessary during the concentration of the Air Force will include a radio set, type SCR-132-A and a Hammarlund high-frequency receiver. Airplanes arriving at Miami will be equipped with a radio set of either the type SCR-183 or type SCR-134-A. The ground station will stand watch on 250 kc. and 6275 kc. for these arriving airplanes. Those having the SCR-183 sets will transmit to the ground station on 6275 kc. and provided they are equipped with receiving coils, type C-37 (for frequency band 224 - 448 kc.) will receive from the ground on 250 kc. In case they are not equipped with the coils, type C-37, they will so report on first transmission and in this case then receive on 6275 kc. Those airplanes having SCR-134-A sets will receive and transmit to the ground station on 250 kc.

4. Upon arrival of airplanes at Miami, coils, type C-37, will be installed in those airplane sets, type SCR-183, not already so equipped. Thereafter, all radio communication from air to ground during the movement to Havana and any subsequent ferrying flights will be by transmission on 6275 kc. to Miami, on 6250 kc. to Key West, and on 6300 kc. to Havana, and reception on 250 kc. from Miami, on 280 kc. from Key West, and on 300 kc. from Havana. (See Plate No. 1.)

5. Radio Range Beacons. - a. The radio range beacon at Miami transmits on a frequency of 272 kc. and employs an identification signal of dot dash dot dot (. _ ..).

b. The radio range beacon at Key West transmits on a frequency of 314 kc. and employs an identification signal of dot dot (..).

c. For magnetic bearings of beacons see U. S. Navy Aviation Chart (Miami, Florida - Isla de Pinos, Cuba) or Department of Commerce publications.

6. Radio Nets. -

a. Ground-Air Net, Miami, Florida.

Call	Transmitting Frequency	Receiving Frequency
Ground Station WZAC	To SCR-183 sets 250 kc.(normal) 6275 kc. (alternate)	6275 kc.
	To SCR-134-A sets 250 kc.	250 kc.
Airplane As prescribed	From SCR-183 sets 6275 kc.	250 kc. (normal) 6275 kc. (alternate)
	From SCR-134-A sets 250 kc.	250 kc.

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b. Ground-Air Net, Key West, Florida.

Call	Transmitting Frequency	Receiving Frequency
Ground Station WZAM	To SCR-183 sets 280 kc.	6250 kc.
	To SCR-134-A sets 280 kc.	280 kc.
Airplane As prescribed	From SCR-183 sets 6250 kc.	280 kc.
	From SCR-134-A sets 280 kc.	280 kc.

c. Ground-Air Net, Havana, Cuba

Call	Transmitting Frequency	Receiving Frequency
Ground Station WZAV	To SCR-183 sets 300 kc.	6300 kc.
	To SCR-134-A sets 300 kc.	300 kc.
Airplane As prescribed	From SCR-183 sets 6300 kc.	300 kc.
	From SCR-134-A sets 300 kc.	300 kc.

d. Ground Net (Miami-Havana).

Call	Frequency
Miami WZAC	8860 kc.
Havana WZAV	8860 kc.

e. Ground Net (Miami-Washington) (Fourth Corps Area Net relay to War Department Net)

Call	Frequency
Miami (Chapman Field) WUK	8890 kc.
Fort McPherson WVR	8890 kc.

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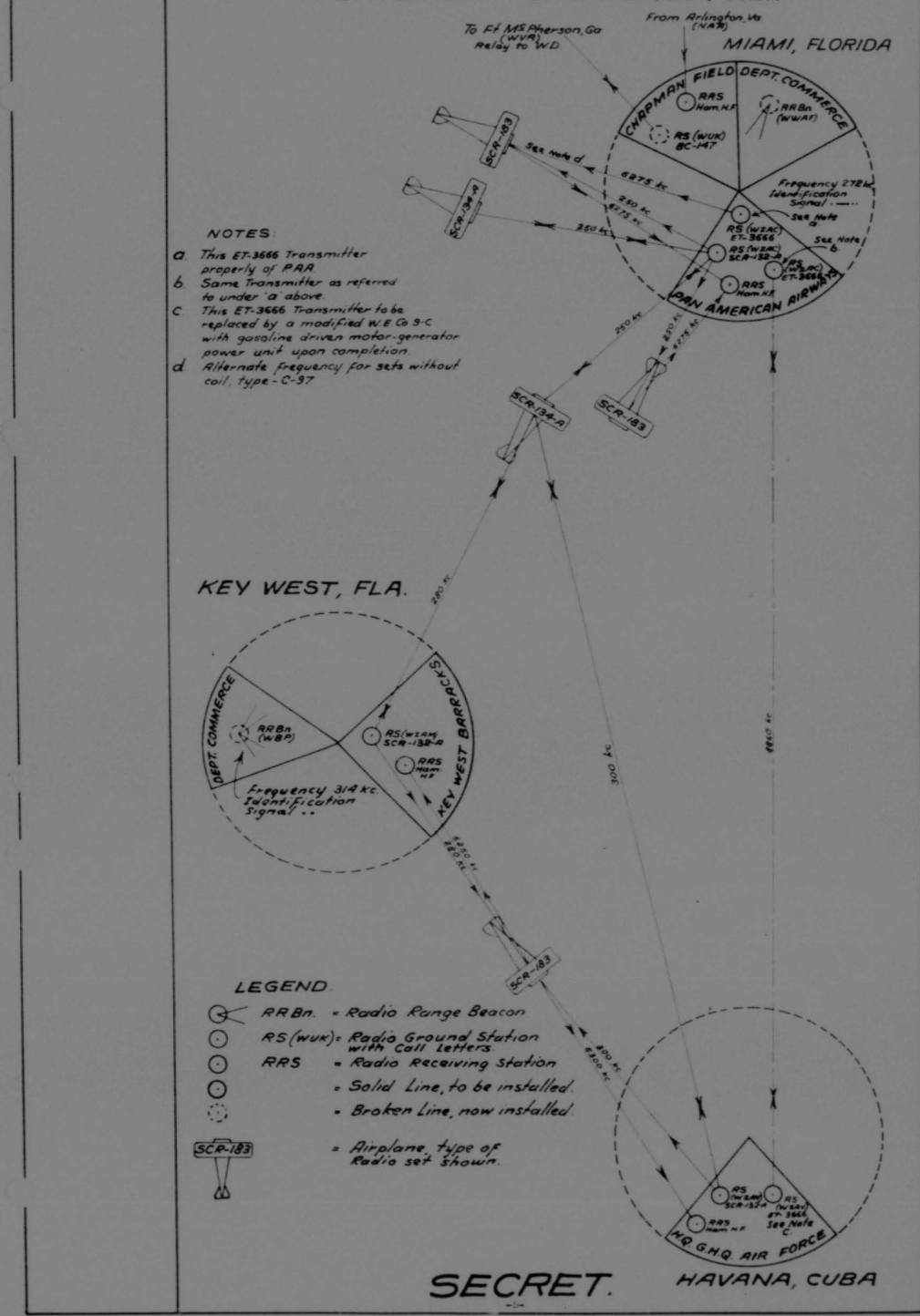
PLATE NO. 1 TO APPENDIX NO. 1.



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APPENDIX NO. 2

PERSONNEL

SIGNAL SECTION
AIR CORPS AIRPORT OF DEPARTURE
MIAMI, FLORIDA

(Initial Requirements)

1	UNIT	2 Airport Signal Office	3 Repair and Supply Section	4 Meteorological Station	5 Radio Station	6 Telegraph Station	7 Telephone Office	8 Total
2	Captain or Lieutenant	(1)[a]		(1)[b]				(2)
3	Total Commissioned	1		1				2
4	Clerk, headquarters	(2)	(2)					(4)
5	Electrician, radio				(1)			(1)
6	Observer, meteorological			(5)				(5)
7	Operator, radio				(8)[c]			(8)
8	Operator, switchboard, telephone						(4)	(4)
9	Operator, teletype					(3)		(3)
10	Storekeeper		(1)					(1)
11	Wire chief, telephone						(1)	(1)
12	Total enlisted	2	3	5	9	3	5	27
13	Repairman, radio		(1)					(1)
14	Total civilian		1					1
15	Aggregate	3	4	6	9	3	5	30[d]

Notes: a - Also acts as signal officer, Chapman Field (Captain J. C. Green, Signal Corps).
b - (1st Lt. M. T. Hankins, Signal Corps.)
c - For duty as follows: SCR-132-A, 3; Hammarlund high-frequency receiver with SCR-132-A, 3; Hammarlund high-frequency receiver for meteorological service, 2.
d - The personnel required to operate the Signal Corps activities at the Air Corps Airport of Departure will be mobilized by the Commanding General, Fourth Corps Area, from personnel furnished by the War Department.

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APPENDIX NO. 3

EQUIPMENT AND SUPPLIES

1. EQUIPMENT. - The following items of Signal Corps equipment will be shipped to the Signal Property Officer, Chapman Field, Florida, marked for Supply Officer, Air Corps Airport of Departure (Pan American Airways Field), Miami, Florida, for issue to Airport Signal Officer:

METEOROLOGICAL

Item No.	Quantity	Unit	Article
7A58	2	ea	Anemometer, type ML-58
7A302	1	"	Barometer, type ML-2
7A303	1	"	Barograph, type ML-3
7A855	5	"	Cylinder, hydrogen gas
7A448	1	"	Case for barometer, type ML-48
7A856	2	"	Cock, type ML-56
7A 849	2	"	Coupling, type ML-49
7A917	1	"	Gauge, type ML-17
7A981	2	"	Hose, type ML-81
7A1255	1	"	Plotting Board, type ML-55
7A1324	2	"	Psychrometer, type ML-24
7A1328	1	"	Register, with buzzer, type ML-28
7A1474	1	"	Rotor, type ML-74
7A1570	3	"	Scale, type ML-70
7A1575	3	"	Scale, type ML-75
7A1641	1	"	Shelter, type ML-41
7A1659	1	"	Slide rule, type ML-59
7A1731	1	"	Support, type ML-31
7A1742	1	"	Support, type ML-42
7A1744	1	"	Support, type ML-54
7A1747	1	"	Theodolite, modified for night work, type ML-47
7A1777	1	"	Thermograph, type ML-77
7A1804	2	"	Thermometer, type ML-4
7A1805	2	"	Thermometer, type ML-5
7A1878	1	"	Tripod, type ML-78
6Q1001	1	"	Ax, type LC-1
	1	"	Compass, prismatic, luminous dial w/case
6Z3995	2	"	Flashlight, type TL-95
6Q49139	1	"	Hammer, claw, type TL-39
4B1270	2	"	Headset, type EE-70
6R4607	1	"	Pliers, with side cutter 8", type TL-107
6R15650	1	"	Screwdriver, 8½", type TL-16
6R10926-8	1	"	Saw, hand, crosscut, type TL-104
6R38005	1	"	Tool equipment, type TE-5
	1	"	Typewriter
	2	"	Watch, wrist, luminous dial, with second hand
6R56614	1	"	Wrench, Stillson, 14",
	3	"	File, Shannon
	1	"	Machine, pencil sharpener

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METEOROLOGICAL, Continued.

Item No.	Quantity	Unit	Article
7A150	100	ea	Balloon, type ML-50
7A151	75	"	Balloon, type ML-51
7A164	75	"	Balloon, type ML-64
7A401	75	"	Candle, 1" x 3/4", type ML-90
7A704	1	tube	Color, oil, ivory black
7A488	1	gross	Chalk, white
	1000	cu.ft.	Hydrogen
7A1101	2	bot.	Ink, register, purple
7A1104	1	qt.	Lacquer
	1	"	Lacquer thinner
7A1105	75	ea	Lantern, paper, type ML-91
7A1208	4	"	Pen, for barograph and thermograph
7A1209	2	"	Pen, for register
7A1183	400	"	Map, weather, type ML-83
7A1200	2	bot.	Oil, watch, nongum
7A1210	12	ea	Pencil, blue, round
7A1211	12	"	Pencil, red, round
7A1255/1	1	"	Plotting Board cover
7A2000	6	"	Wick, for psychrometer
6D1	8	"	Form S.C. No. 1
6D2	100	"	Form S.C. No. 2
6D101	150	"	Form S.C. No. 101
6D111	25	"	Form S.C. No. 111
6D120-A	25	"	Form S.C. No. 120-A
6D201	400	"	Form S.C. No. 201
6D202	400	"	Form S.C. No. 202
6D6631	2	"	Training Manual No. 31
6D6922	3	"	Psychrometric Tables
6D6926	1	"	Smithsonian Meteorological Tables
	2	"	Aerological Code - 1930 (Weather Bureau)
	3	"	Tables of Vertical & Horizontal Components of Distances of Pilot Balloons
	2	"	Weather Code - 1931 (Weather Bureau)
	2	"	International Code for Radio Weather Reports from Ships No. 1046 (Weather Bureau)
	3	"	Circular No. 13 - Radio (Weather Bureau)
	3	"	Circular No. 16 - Radio (Weather Bureau)
3A1	6	"	Battery, type BA-1
3A23	15	"	Battery, type BA-23
1B69	1000	ft.	Wire, type W-69
	18	ea	Pad, scratch, 8" x 10½"
	12	"	Blotter, 4" x 8½"
	200	"	Clips, paper
	6	"	Eraser, soft rubber
	150	"	Envelope, official
	1	pt.	Ink, blue black
	1	"	Glue
	1	bot.	Mucilage
	4	lb.	Nails, assorted
	1	ream	Paper, bond, 8" x 10½"
	1	"	Paper, manifold, 8" x 10½"
	1	box	Paper, carbon, 8" x 10½"

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METEOROLOGICAL, Continued.

Item No.	Quantity	Unit	Article
	24	ea	Pencils, Nos. 2 & 3
	6	"	Pen holders
	18	"	Pens, steel, assorted
	8	oz.	Rubber bands, No. 16
	3	ball	Twine
	50	ea	Candle, about 1" x 6"
	24	box	Matches

RADIO

Item No.	Quantity	Unit	Article
	1	ea	Radio set, type SCR-132-A
2C4512	2	"	Hammarlund receivers
2C4155	1	"	Radio receiver, type BC-155
2C4197	1	"	Radio receiver, type BC-197
3B29	4	"	Batteries, type BR-29
3A26	16	"	Batteries, type BA-26
2A215	9	"	Antennae, type AT-15
2A472	7	"	Clamps, type FT-72
2Z3000	4	"	Connectors, type BL-5
2A1308	6	"	Guys, type GY-8
2A1309	6	"	Guys, type GY-9
6Q49001	2	"	Hammers, type HM-1
2B911	4	"	Headsets, type P-11
3G502	7	"	Insulators, type IN-2, spare
5A2502	14	"	Lancepoles, type PO-2
2A2325	7	"	Mast sections, type MS-25
2A3103	20	"	Reels, type RL-3
6Z7925	288	ft.	Rope, type RP-3
2A3303	24	ea	Stakes, type GP-2
2A3308	3	"	Stakes, type GP-8
2Z9018	9	"	Straps, type ST-18
1B30	40	ft.	Wire, type W-30
2Z10005	4	ea	Tubes, commercial type 2A5
2Z10057	8	"	Tubes, commercial type 57
2Z10058	16	"	Tubes, commercial type 58
2Z9926	2	"	Tubes, type VT-26
2Z10240	2	"	Tubes, commercial type UX-240
2Z10201AA	4	"	Tubes, commercial type UX-201A
	8	"	Tubes, commercial type 78
	2	"	Tubes, commercial type 76
	2	"	Tubes, commercial type 41

TELEGRAPH

NONE (TO BE RENTED FROM LOCAL TELEPHONE COMPANY)

TELEPHONE

NONE (TO BE RENTED FROM LOCAL TELEPHONE COMPANY)

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2. DEPOT STOCK. - The following items of Signal Corps equipment and supplies will be shipped to the Supply Officer, Air Corps Airport of Departure, (Pan American Airways Field), Miami, Florida, for the Airport Signal Officer. These items will constitute a 15-day's level depot stock and will be replenished on requisition.

Quantity	Unit	Article
250	ea.	Batteries, type BA-1
500	ea.	Batteries, type BA-2
25	ea.	Batteries, type BA-4-A (charged)
25	ea.	Batteries, type BA-9
50	ea.	Batteries, type BA-23
50	ea.	Batteries, type BA-28
100	ea.	Vacuum Tubes, type VT-2
50	ea.	Vacuum Tubes, type VT-3B-4-B
100	ea.	Vacuum Tubes, type VT-24
100	ea.	Vacuum Tubes, type VT-25
50	ea.	Vacuum Tubes, type VT-28
25	ea.	Vacuum Tubes, type VT-29
100	ea.	Vacuum Tubes, type VT-36
25	ea.	Vacuum Tubes, type VT-37
25	ea.	Vacuum Tubes, type VT-38
15	ea.	Vacuum Tubes, type VT-52
8	sets	Brushes, for Dynamotor, type BD-4
30	ea.	Coil, type C-97, for SCR-183 set, frequency band 224-448 kcs
5	ea.	Control Box, type BC-119
5	ea.	Dynamotor, type BD-41
5	ea.	Dynamotor, type BD-AA-69
25	ea.	Fairlead, type F-7
1	ea.	Generator, type GN-32
9	ea.	Headset, type P-11
18	ea.	Headset, type HS-18
100	ea.	Insulator, type IN-78
10	ea.	Interphone Box, type BC-123-A
18	ea.	Jack Box, type BC-126
5	ea.	Radio control box, type BC-AA-181
5	ea.	Radio control box, type BC-AA-182
3	ea.	Radio Set, type SCR-183
1	ea.	Radio Set, type SCR-192
5	ea.	Receiver, type BC-GO-152
5	ea.	Reel, type RL-20
15	ea.	Resistor, type RS-87
3	ea.	Switchboard, type BD-14
15	rolls	Tape, type TL-93
45	ea.	Telephone, type EE-4
15	ea.	Transmitter, type T-3
5	ea.	Transmitter, type BC-114
5	ea.	Tuning unit, type MC-125
25	ea.	Weight, type WT-7-A
2500	ft.	Wire, type W-106
Message Center Equipment:		
30	ea.	Book, Delivery list
50	ea.	Book, Message, type M-105
10	ea.	Book, Message Center Register
50	ea.	Message blanks, S.C. Form No. 7
50	ea.	Message envelopes
100	ea.	Operators number sheet

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3. Maintenance of Radio Set, type SCR-188 (RCA type ZT-3666):

Quantity	Unit	Article
2	ea.	Capacitor , Plate Blocking, Master Oscillator, Farndon Mod. UC-2231, rated 0.002 mfd, Item 2.
6	ea.	Resistor, Grid Leak, Master Oscillator and Power Amplifier, QCK-1924017, rated 3,000 ohms, Item 12.
1	ea.	Voltmeter, Filament, type AO-21, 0-15 V. AC with red mark at 10 V, Item 14.
2	ea.	Choke, Screen Grid, Master Oscillator, for transmitter PL-7550790 G-3 per Dwg. No. P-7701425 G-6. Item 4.
1	ea.	Ammeter, Antenna, DO-15A, 0-1 amp. RF. Internal Thermocouple P-7750744 Pt. 62, Item 30.
1	ea.	Capacitor, By-pass, Power Amplifier Plate, Mod. UC-2219, rated 0.002 mfd., 5000 V., 4.5 amp. at 1000 kc, Casing No. 11, Item 27.
1	ea.	Voltmeter and Multiplier, Plate, type DO-14-A, 0-2.5 KV. DC scale 0-5 KV. with 2 - 4 tube and 1 - 2 tube cage multipliers P-7750744 Pt. 143, Item 34.
1	ea.	Resistor, Spark Absorbing, type QCK-2155951, rated 62 ohms, Item 43.
3	ea.	Resistor, Keying, consisting of 2 resistors each, rated 30,000 ohms, type QCK-2073189, Item 41.
5	ea.	Fuse, Plate, rated 0.75 amps., 2000 volts, RCA Cat. 230074, Item 49.
1	ea.	Coil, for plate contactor type CR-7002-D-12, par Cat. 3653292 G-3 for 50 cycle operation, Coil per K-7852977, Pt. 4 (Coil #3 per Spec. P-3021759,) Item 53.
1	ea.	Resistor, Microphone Current Limiting, Ward Leonard size B 60 W., 100 ohms, mid-tapped, Item 110.
1	ea.	Resistor, Protective, Speech Amplifier, Meter Switch, Ward Leonard size D-200 W., 30,000 ohms mid-tapped, Item 118.
1	ea.	Resistor, Self-biasing, Modulator No. 1, Ward Leonard size B 60 W, 1340 ohms, tapped at 1320 ohms, Item 122.
2	ea.	Resistor, Parasitic, Modulator, Ward Leonard size O, rated 100 ohms, 20 watts, Item 128.
3	ea.	Resistor, Plate, Power Amplifier, War Leonard size D, rated 850 ohms, Item 135.
1	ea.	Resistor, Ward Leonard size D, rated 850 ohms, with center tap, Item 135.

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3. Maintenance of Radio Set, type SCR-188 (RCA type ET-3666): Cont'd.

Quantity	Unit	Article
1	ea.	Coil, part of plate contactor, type CR-2810-1369B, per DL-2800540, for operation from 220 V., 60-C, A.C., Item 138.
2	ea.	Resistor, Plate, Speech Amplifier, Ward Leonard size D units each rated 30,000 ohms, 200 watts, provided with mid tap.
3	ea.	Tube, type VT-17 (commercial type UX-860).
6	ea.	Tube, commercial type UV-872.
1	ea.	Tube, type VT-4-B (commercial type UV-211).
1	ea.	Tube, commercial type UV-849.

4. Maintenance of Crystal Driver Unit for Transmitter ET-3666:

8	ea.	Fuse, line, Item 1 on P-7760740, 250 V., 3 amps., G.E. Cat. 34949.
1	ea.	Switch, line or plate, Item 2 or 6 on P-7760740, 20 amps., 250 V., G.E. Cat. 1698.
1	ea.	Transformer, Filament, Item 4 on P-7760740, per ML-7861637, Pt. 16.
1	ea.	Plate Interlock, Item 6-A on P-7760740, per ML-7460330 G-1.
1	ea.	Transformer, Plate, Item 7 on P-7760740, per Model 9-TC-265-A1.
1	ea.	Transformer, Rectifier Filament, Item 9 on P-7760740, per G.E. Model Y-1905.
1	ea.	Filter Reactor, Item 10 on P-7760740, per G.E. Cat. 9X-C12-A1.
1	ea.	Capacitor, Filter, Item 11 on P-7760740, 7.5 mfd., 825 V. D.C., per G.E. Model 9CE1A12.
1	ea.	Resistor, Potentiometer, Item 13 on P-7760740, per Part 8 of ML-7861637.
1	ea.	Resistor, Potentiometer, Item 12, on P-7760740, per Part 7 of ML-7861637.
1	ea.	Voltmeter and Multiplier, Plate, Items 14 and 14-A on P-7760740, per Part 9 of ML-7861637.
1	ea.	Thermostat, Item 23 on P-7760740, per M-7460700, Pt. 1.
1	ea.	Thermometer, Heater Box, Item 24 on P-7760740, per M-7460700, Part 2.
1	ea.	Resistor, Heater, Item 25 on P-7760740, per M-7460712 G-1.
1	ea.	Thermostat (outer box), Item 26 on P-7760740, per M-7460739 G-1.
4	ea.	Indicator Lamp, Item 29 on P-7760740.
1	ea.	Crystals and Cells, Item 30 on P-7760740, one for 2496 kc and one for 3212.5 kc.

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4. Maintenance of Crystal Driver Unit for Transmitter ET-3666: Cont'd.

Quantity	Unit	Article
1	ea.	Resistor, Heat Adjusting, Item 31 on P-7760740, per ML-7861640, Part 9.
1	ea.	Resistor, Heater Box, Outer, Item 33 on P-7760740, per K-7861672, Part 1.
1	ea.	Switch, Heater, Item 34 on P-7760740, per P-7700041, Pt. 19, per Cat. 19X836.
8	ea.	Fuse, Line, Item 35 on P-7760740, G.E. Cat. 69380.
1	ea.	Resistor, Grid, C.O., Item 37 on P-7760740.
4	ea.	Capacitors, Filament and Plate By-pass, each rated .01 mfd., 2500 V., [redacted] shown as Items 38, 39, 42, 53 and 61 on P-7760740.
1	ea.	Choke, Plate, C.O., Item 40 on P-7760740, per M-7460728 G-1.
1	ea.	Milliammeter, Plate, C.O., Item 43 on P-7760740.
1	ea.	Capacitor, Coupling, C.O., Item 48 on P-7760740, rated .00004 mfd., 2500 volts.
1	ea.	Thermometer, Outer Box, Item 49 on P-7760740, per K-7861685, Part 1.
1	ea.	Resistor, Grid, B.A., Item 51 on P-7760740.
1	ea.	Choke, Plate, B.A., Item 54 on P-7760740, per M-7460713 G-1.
1	ea.	Capacitor, Coupling, B.A., Item 55 on P-7760740, rated .0005 mfd., 2500 volts.
1	ea.	Capacitor, By-pass, B.A. Grid, Item 57 on P-7760740, rated .01 mfd., 500 volts.
2	ea.	Resistor, Screen Grid, B.A., Item 62 on P-7760740, rated 80,000 ohms.
1	ea.	Tube, Vacuum, type VT-25 (commercial type UX-210).
2	ea.	Tube, Vacuum, commercial, type UX-865.
2	ea.	Tube, Vacuum, type VT-46 (commercial type UX-866).

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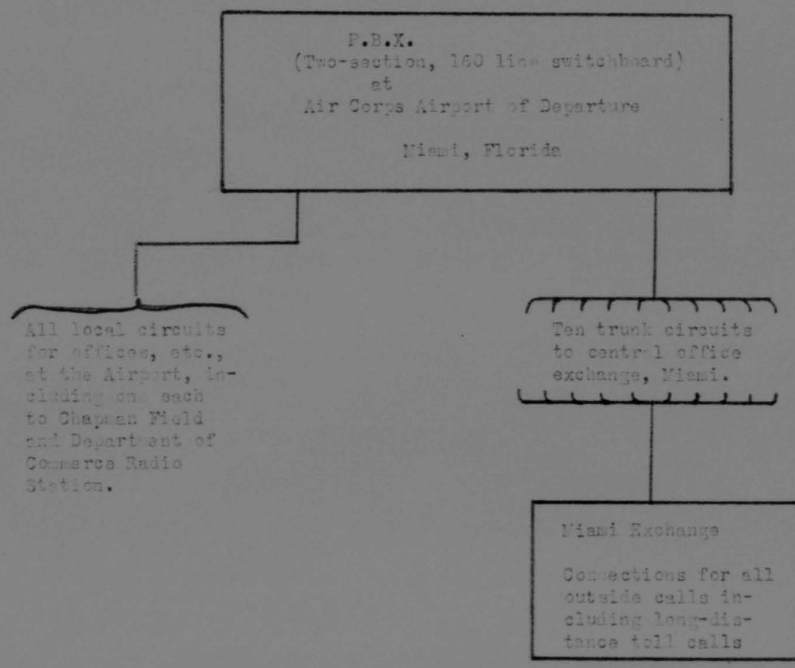
APPENDIX NO. 4

WIRE SERVICE

TELEPHONE SERVICE



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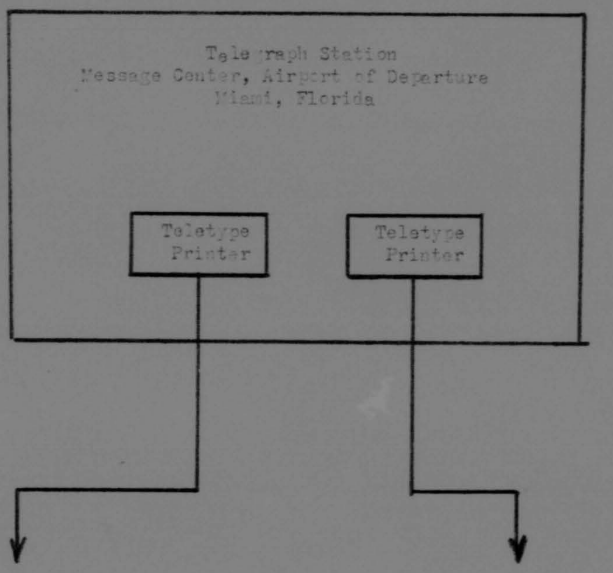

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S E C R E T

APPENDIX NO. 5

METEOROLOGICAL SERVICE

1. The Meteorological Station at the Air Corps Airport of Departure, Miami, Florida, will be prepared to furnish the necessary meteorological service to the Air Corps as may be required during the concentration of the G.H.Q. Air Force at Miami, Florida, and its debarkation from that location enroute to Havana, Cuba, and subsequent ferrying operations between Miami and Havana throughout the entire intervention in Cuba.

2. The station will take regular surface and upper air observations, draw weather maps, make forecasts and make collections of meteorological data from a limited area within a radius of 500 miles, which will be bulletined. It will be prepared to render twenty-four hour service.

3. Meteorological data will be obtained via radio as follows:

(a) Meteorological broadcasts from U. S. Navy Radio Station "NAA", daily, as follows:

8:00 A.M. on 4015, 8870 and 13,575 KC.
10:00 A.M. on 64, 113 and 16,820 KC.
8:00 P.M. on 4525 and 113 KC.
10:00 P.M. on 64, 113, 4205 and 8410 KC.

(b) Special weather bulletins from U. S. Army Radio Station WVR, daily, as follows:

A.M. on 4310 or 8620 KC.
P.M. on 4310 or 8620 KC.

(c) Collect weather data through Headquarters IV Corps Area from Signal Corps meteorological stations at:

Headquarters IV Corps Area
Fort Bragg, North Carolina
Maxwell Field, Alabama
Barksdale Field, Louisiana

(d) Copy information broadcast by radio by the Department of Commerce from:

WWAW on 332 KC (Charleston, S.C.)
WWAV on 344 KC (Jacksonville, Fla.)
WWBC on 254 KC (Titusville, Fla.)
WWAF on 326 KC (Miami, Fla.)
WBP on 338 KC (Key West, Fla.)
WWAG on 332 KC (New Orleans, La.)

4. Furnish the Headquarters Observation and Forecast Section at Havana, Cuba, and Headquarters G.H.Q. Air Force at Havana, Cuba, such meteorological data as may be requested.

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Frame Number	Classification Number	Date Period	Vol.	Pt.	Title	Security Classification	Remarks
4	145.81-100	Aug/41			Newfoundland.	U	
37	145.81-101	Dec/41			N. Eastern Air Theater.	U	
68	145.81-102	Jan/42			Air Task Force.	U	
163	145.81-103	N.D			Air Action.	U	
172	145.81-103A	1941			Joint Pacific Coastal Plan.	U	
213	145.81-104	1942			Equip. & Operations.	U	
263	145.81-105	1942			Ascension Island.	U	
463	↓	1942			Troop Movement Overseas.	U	
528	145.81-105	Jan-Feb/42			Airfield Site.	U	
586	145.81-106	N.D			Mc Narny Plan.	U	
591	145.81-107	1942			Structure.	U	
976	145.81-108	Mar/42			Larger Units.	U	
983	145.81-109	N.D			War Dept. G.M.P.	U	
1037	145.81-109	Nov/41			Synopsis of Color Plan Green.	U	
1052	145.81-110	Apr/42			Radio Aquila.	U	
1060	145.81-111	1942			Northern Ferry Routes.	U	
1175	145.81-112	1942			Agate.	U	
1309	145.81-113	1943			Winter Passenger Operation.	U	

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Frame Number	Classification Number	Date Period	Vol.	Pt.	Title	Security Classification	Remarks
1330	145.81-114	1942			Africa Ferry Plan.	U	
1499	145.81-116	1944			AAF Jet Propulsion Aircraft.	U	
1604	145.81-118	Aug/44			Air Support of Overload.	U	
1619	145.81-119	1944			Role of AF in Defeat of Japan.	U	
1677	145.81-120	Jul/45			Activation of Philippine AF	U	
1754	145.81-121	Jul/43			Plan Div. Air Staff.	U	
1807	145.81-122	1928-1930			Green Plan #2.	U	
1965	↓	1933-1937			Army Strategical Plan.	U	
2057	145.81-122	1938-1940			Green-Plan.	U	
2085	145.81-123	1922-1927			Blue Project.	U	
2115	145.81-124	1933			War Plan Tan.	U	
2203	145.81-124	1933			Special Plan Tan.	U	
2224	Index				Index		

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